

## RACING NOTES



MUCH that is interesting is to be found in the full report—as published in the *Calendar* of the 10th inst.—of Jockey Club debates on the proposed and now accepted revision and alteration of Rule 120 of the Rules of Racing. Whether there was, in fact, any necessity for the alteration is, to my mind, a very open question, and I must honestly confess that I do not see that the Stewards themselves will derive any assistance or additional authority from the revised version. Nor, for the matter of that, does there appear to be any ostensible reason—there may be one of which I am ignorant—to suppose that the alterations effected in Rule 140 will enable them to cope more effectively with jostling, boring, bumping, foul riding and other laches on the part of jockeys. Under the existing Rules of Racing the Stewards had full and ample disciplinary powers. They had at their disposal warnings, reprimands, fines, suspensions and, for exceptionally serious cases, warnings off. If none, or all, of these were sufficient to enable them to deal with incapable or recalcitrant jockeys, it is difficult, very difficult, to understand how they are now going to do so. In dealing with the question of bumping and boring, Mr. Lambton said, "They—the Stewards—thought that perhaps the present way in which jockeys rode was conducive to bumping and boring, but he did not think the Stewards of the Jockey Club could prevent that sort of thing." Surely that is tantamount to an admission that the Stewards are as incapable of controlling the jockeys as the jockeys are in regard to their horses. Then Mr. Lambton went on to say, "Surely the owners were more responsible than the Stewards of the Jockey Club. If the owners chose to have their horses ridden in that way they must take the risk. It was quite optional whether they should have their horses ridden in that way. If any member of the club chose to have his horse ridden in the old style, he did not suppose he would be able to win many races, but he might be able to keep his horse straight. If they adopted the present style they must take the risk; and if with that style there was more bumping and boring and jostling than there used to be, he said that owners and trainers and jockeys could not complain if more notice were taken of it, and if more objections were made by owners and more objections by Stewards and more horses disqualified." Well! but this is contemplating chaos, and the reduction of racing from one of the grandest forms of sport to a sordid win, tie or wrangle gamble. I venture to think that the Stewards can, to a very great extent, cope with the situation arising out of the inability of many

of the jockeys now riding to exercise proper control over their horses, and that by the simple means of letting the jockeys thoroughly understand that whether they ride short or long they have got to control their horses or—stand down. In regard to this, Lord Villiers said, when referring to the case of a jockey who admitted swerving but said that he could not keep his horse straight, "that he attributed it almost entirely to the fantastic style which riders now adopted—even the smallest boys, before they had learned to ride properly. He did not suggest that the Stewards should stipulate for a standard length of stirrup leather, but he thought that if jockeys chose to ride in that style they should do so at their own risk, and if they could not keep their horses straight they ought to be told that they must either change their style or stay at home until they had learned to control their horses. They ought not to be allowed to go on imperilling other horses and jockeys on a race-course, and he hoped that local Stewards would be supported in declining to accept any such plea as an excuse for erratic riding." Lord Villiers

added that "he thought the present style of riding—whether they called it reckless, incompetent or unfair, would be far more effectively dealt with if the Stewards of the Jockey Club expressed the opinion that more notice should be taken of erratic riding than by passing any number of rules." With that I am, if I may venture to say so, completely in accord; it is, indeed, a suggestion which I myself have repeatedly put forward in the course of my weekly notes, and it is, to my mind, the only practical way of dealing with a state of affairs which, unless promptly grappled with, will inevitably lead, as Mr. Lambton



W. A. Rouch.

THE DUKE OF WESTMINSTER'S UNBEATEN TWO YEAR OLD ALDFORD.

Copyright.

foresces, to endless objections, wranglings and disqualifications, and, as I foresee, to the discredit of racing. There is another point in which I agree entirely with Lord Villiers, one, too, to which I have before now drawn attention, the practice—a very deplorable one to my mind—which many owners have of importing a foreign rider whenever they have a horse running for, and possessing a good chance of winning, an important race. Concerning this Lord Villiers said, "He did not want to be too severe on jockeys, because I thought some of their jockeys were very badly treated nowadays. Confidence was the best asset a jockey could have, and it was not very encouraging to be asked to ride all the moderate and unfancied horses in a stable, and that when a horse was going to run in a big race to be taken off. Of course, owners would do what they liked with their own, but at the same time, something was due to a stable jockey. It was one thing to go out time after time on a 100 to 8 or any other chance and another thing to go out on

a 6 to 4 on chance with about 10lb. in hand, and he thought owners would be well repaid if they showed that a jockey who had served him well was entitled to some consideration." There it is. Something is wrong, but what? Up till a few years ago the English jockey was acknowledged to be without a rival, and his services were in request abroad as well as at home. Nowadays nobody wants him. Even at home he has, as Lord Villiers pointed out, to stand down and look on while foreign riders are brought over, often at enormous expense, to ride in the most important of our races. What have our jockeys themselves got to say about it? Not long ago I happened to ask a friend of mine why he was bringing over a jockey from abroad to ride in a particular race, and at the same time I suggested that it would not be difficult to find a capable rider at home. "Oh!" he answered, "I dare say you are right about the riding, but, you see, if I get — there won't be so much risk of financial influence being brought to bear—he isn't in any of the bookmaker's pockets." To my mind it is most deplorable that any such suggestion should have been possible, any such thought entertained—so, indeed, I told my friend. But if that is what he thought, other owners may, for all that I know, think the same, and that may, to some extent, account for the eagerness which owners display to secure the services of a foreign rider whenever they have a chance of winning an important race, or when they themselves are out for a gamble. Black sheep there are, we know, in every profession, in every rank of life, so no doubt there are "wrong 'uns" among the jockeys; but, considering the temptations to which they are exposed, these are very few. Nor is there any reason whatever for thinking that our own jockeys are less trustworthy than those riding in foreign countries. One thing to my mind is clear. It is this: That there is no real cause for taking a gloomy view of racing affairs. The Turf has never been so prosperous, never, I think, "cleaner." A momentarily awkward situation has arisen, but it will soon clear up if resolutely handled, and that, no doubt, it will be by the Stewards of the Jockey Club, though I must again express regret that one so usually energetic as Mr. Lambton should, if I understand his remarks aright, accept the proposition that the Stewards cannot control the jockeys, and must, therefore, await developments in the shape of an increased crop of objections and disqualifications. I should, by the way, like to refer just for a moment to a subject which I am unable to understand clearly—the disqualification of a horse for bumping, boring, jostling, etc., while his rider remains free from blame. Take the disqualification of Craganour, for instance. To the best of my belief, Saxby was always able to keep Craganour under control. Maher certainly was, for at every stage of the race for the Newmarket Stakes he was able to put Mr. Bower Ismay's colt exactly where he wanted him to be. Therefore, the colt was "rideable." Reiff rode him at Epsom, but, although the colt himself was disqualified for bumping and boring and interfering with other horses, not a word, as far as I know, was said to Reiff. Yet, since both Saxby and Maher had shown that the colt could be kept under proper control, one would have thought that Reiff, having completely failed to control him, could hardly have expected to escape scot free from the punishment inflicted on the horse and his owner.

On Monday next, the 21st inst., Messrs. Tattersall will conduct the "dispersal" sale of the bloodstock belonging to the Cobham Stud. The sale will be held at the stud, which is within easy reach—seventeen or eighteen miles—of London. I am drawing especial attention to this sale because I am informed that, with very few exceptions, all the lots will be sold without "reserve," and that what "reserves" there are will be announced by Mr. Tattersall

at the time of sale. There should be some excellent bargains to be picked up, for a good many of the mares are exceedingly well bred, have promising foals at foot and have been covered by sires specially selected as being likely to "nick" with them. I notice in the catalogue Princess Sonia 7—a young mare foaled in 1906—sister to Brilliancy, and herself a winner of the Prince of Wales Plate at York, by Orion 13 out of Lady Susan, by St. Simon 11 with a good-looking colt foal by Collar at foot, and covered by Bayardo, to whose service of February 15th she is standing. This mare's pedigree is well worth notice, so, too, is the fact that "Blair Athol" at the foot of the pedigree, should "nick" well with the Borealis-Blink Bonny strain, which Bayardo inherits through his dam. Another beautifully-bred mare is Dhulochan, a half-sister (by Childwick) to Palmy Days. She won over 1,000 sovs in stakes, and is the dam of Bonnyrigg, to whom her filly foal is full sister—Neuralia (foaled in 1908) is another good-bred one, tracing back to Queen Mary at the same number of removes as Galicia, the dam

of Bayardo. She has at foot a fine filly foal by Great Scot (two lines of Blair Athol), by whom she has again been covered. Neck Chain (1908) by Collar 16 out of Fair Emigrant 13 has a remarkably clean-limbed filly foal by John o'Gaunt, and is covered by Ouali Halfa 14, by Persimmon 7 out of Yesterling, and himself the winner of the French Two Thousand Guineas. Other good mares there are, but want of space prevents me from dealing with them in detail. I might, however, mention that included in the sale is the stallion Great Scot. He was a race-horse of some class, and a horse of wonderful soundness and constitution. Up to now

he has had few chances at the stud, but has, nevertheless, got winners, among them At Last, and, bred as he is, is eminently calculated to restore the famous line of Blair Athol. He is by Lochiel out of Scotch Mary, by Clan Stuart, by Prince Charlie; and Lochiel is also by Prince Charlie.

TRENTON.



W. A. Rouch.

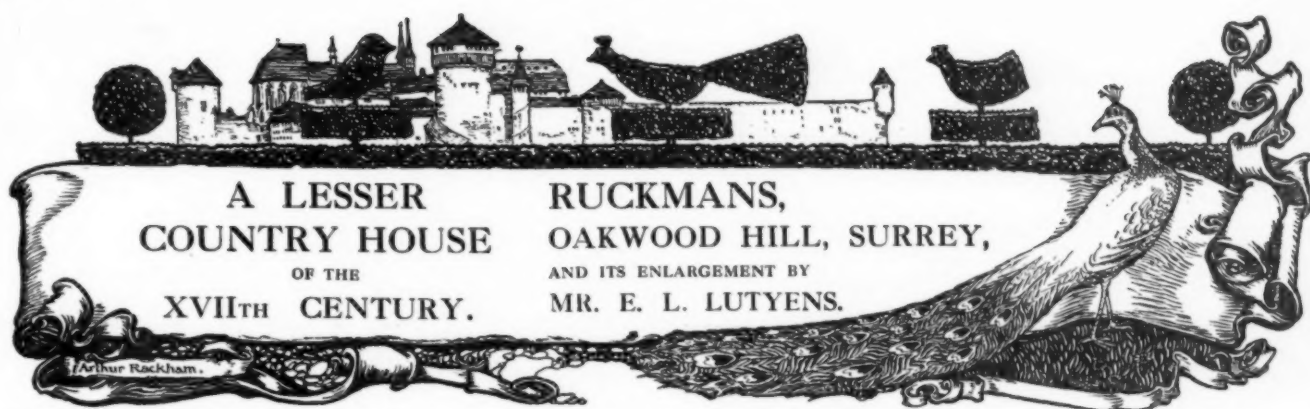
MR. C. B. ISMAY'S ELGON.

Copyright.

Winner of the Hurslbourn Stakes at the Bibury Meeting.

## POINT-TO-POINT RACING

THE Masters of Foxhounds have, without entering into controversy, which would only be useless and irritating, accepted the refusal of the National Hunt Committee to consider a polite request by taking the course they had announced they would take. The National Hunt Committee chose to consider the Masters' letter as a threat; it was, in reality, the announcement of a considered policy. For the future the Masters of Hounds will manage their own Point-to-Point meetings, and they have actually appointed a committee of fifteen members and a secretary to draw up rules and regulations. But, with the temper and courtesy that have never failed them, they have left open a loophole for future negotiation and arrangement if the National Hunt Committee should think better of their somewhat ungracious and unyielding attitude. No one wishes for a feud between sportsmen, and both sides would, no doubt, concede something for the sake of peace and unity. But the principle that Masters of Hounds must be left free to arrange their meetings for the benefit of hunting first and foremost has been clearly asserted and cannot be departed from. The next move is with the National Hunt, and we, who desire nothing but good to sport of all kinds trust that they will understand that this is a matter on which they had much better give way gracefully. They must know that it was not for any such purpose as disqualifying members of Hunts and their horses that they were entrusted with their powers. Misused or misapplied powers of that kind are apt to be disregarded, even when they are being used legitimately.



**R**UCKMANS is interesting as being one of the first, if not the first, of the typical Surrey farmhouses which have taken new shape under Mr. Lutyens' hand. The accompanying plan shows that it was originally a simple oblong with a small projection at the south-east corner. It possessed two chimney stacks, one of considerable size in the middle, and was roofed with the heavy stone slabs which come from Horsham. Mr. Lutyens

and has suffered no little caricature by unintelligent copying. The work begun in 1894 included the ample kitchen wing at the north-east corner, as well as the garden front, on which Mr. Lutyens provided a long verandah, or, as we are now more



GROUND FLOOR PLAN.

Walls of original farmhouse are shown hatched and the new work in solid black.

began the alterations in 1894, nearly twenty years ago. The garden front, with its three gables and large expanse of tile-hanging, shows his early grasp of Surrey building traditions, but in some respects is rather immature. Very interesting, however, are the two brick fireplaces in the dining-room and one of the bedrooms, which are early exercises in a manner which has become widely popular



Copyright.

GARDEN FRONT FROM THE SOUTH-WEST.

"C.L."

apt to call it, a loggia. We are inclined to forget how absurdly modern are all our affections for ample fresh air within the house. Charles Lamb's correspondence reminds us. In one

of his letters to Manning (that delightful and culinary letter which defined partridge, pheasant and snipe as "the lesser daughters of the Ark") he told him about the "agreeable old gentleman, Dr. Anderson, who gives hot legs of mutton and grape pies at his sylvan lodge at Isleworth." He seems to have been odd as well as agreeable, for he "had shot up a wall most preposterously before his small dwelling," but it was by reason of his taking several panes of glass out of bedroom windows for air that his neighbours "speculated strangely on the state of the good man's pericranicks." Plainly, as Lamb says, Anderson lived under the reputation of being deranged. His taste for legs of mutton and grape pies was a test of agreeableness, his mild passion for air at the expense of bedroom window panes—sheer madness. It was the idea of fresh air in bedrooms which moved



Copyright.

THE SOUTH SIDE.

"COUNTRY LIFE"



MUSIC ROOM FROM SOUTH-WEST—



—AND FROM SOUTH-EAST.



Copyright. IN A BEDROOM. "C.L."

people so strangely a century, and less than that, ago, a fear of night air. A bed on a balcony, not uncommon to-day,

popularity to *al fresco* meals. It was at supper in an arbour at Vauxhall that Pepys was so shocked by the talk of Kelligrew and his friends, "as very rogues as any in the town," and Horace Walpole wrote nothing more entertaining than the account of the supper-party at the same gardens, in which Ashe and Lady Caroline Petersham figured. It is, however, less well known that in the sixteenth century the love of dining in garden-houses was so strong as to call down the complaint of moralists like Stow. In his *Survey of London* there are many references to the gardens



Copyright. THE STAIRCASE. "COUNTRY LIFE."

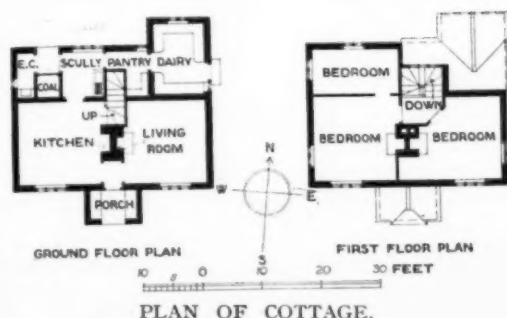


Copyright. IN THE DINING-ROOM. "C.L."

would have been a passport to Bedlam. Yet the fondness for eating in the open air, seen in the modern loggia, is old enough. The public gardens of the seventeenth and eighteenth centuries owed no little of their

which wealthy citizens laid out in such neighbourhoods as the Minories, no longer rural. Goswell Street was "replenished with gardens and banquetting houses." Moorfields was taken up with "gardens wherein are builded many fayre summer houses, and as in other places of the Suburbs, some of them like Midsommer Pageantes with Towers Turrets and Chimney tops, not so much for vse or profite as for shewe & pleasure." Stow's marginal note is disapproving, "Banqueting houses like Banqueroutes bearing great shew and little worth." (This is a pretty play on words, not so obvious now that we spell the second one "bankrupts.") To such pleasant places the citizens would betake themselves for open-air meals as the great Elizabethan nobles did to the little houses built in the gardens of their palaces.

But we must return to Ruckmans. In 1902 some increase of the house was required in the nature of a room, tall enough to make it satisfactory for music, which is not heard well in the low rooms proper to farmhouse design. It is characteristic



of the steady development of Mr. Lutyens' art that he is never bound by his earlier adventures. The music-room was by its very character and dimensions a new and distinct feature at Ruckmans, and this distinction is marked by a change in the architectural treatment. Instead of long rows of low casements he has surrounded the room with tall sliding sashes. Instead of putting gables to the roof he has treated it with hips. This shows not only a faithfulness in the development of plan, but also a readiness to let a modern building confess its own history in a perfectly frank way. There is a tendency in some architects to copy themselves when making additions to their earlier works—a procedure which seems to lack justification.

Copyright



A COTTAGE AT RUCKMANS.

"COUNTRY LIFE."

We also illustrate by plans and one photograph a simple little cottage built in the grounds of Ruckmans. L. W.

## KENNEL NOTES.

### SKIN COMPLAINTS.

**N**EXT to distemper, eczema in one of its several forms is the most troublesome complaint with which owners of well-bred dogs have to contend. Among those unversed in canine ailments most affections of the skin are loosely described as mange, although, as a matter of fact, the ravages of *sarcoptes scabiei squamiferis* or *acarus demodex folliculorum* are not so frequently found among the inmates of well-ordered kennels or households as one imagines. On the other hand, eczema is painfully too prevalent. Possibly it may manifest itself in an irritable state of the skin, as described by "S. D. A." last week; inflammatory sores may appear, which are scratched or bitten by the sufferer until a considerable surface is covered; or, instead of a discharge, the skin may become covered with dry, scurfy scales, which cause the hair to fall off. The ordinary red eczema, more often than not termed incorrectly "red mange," is more amenable to treatment than most forms, but the chronic or dry eczema is a dreadfully stubborn thing to tackle, often defying every effort of skilled practitioners. By degrees the hair falls off in patches, long tufts remaining here and there; the skin is wrinkled and of a dark lead colour, and the wretched animal presents a woe-begone appearance. Fortunately, our correspondent's poodle is not in this sad condition, but if the irritation is not allayed, in the course of time the skin will almost certainly become inflamed. As the dog is very thin, I should advise once more dosing for worms, the chances being that these parasites are really the source of the mischief. Let the treatment be thorough if it is to be of any avail. Many vermifuges are given in such a manner as to render their efficacy highly problematical. Bearing in mind that, instead of actually killing the undesirable guest, they merely make it lose its hold on the intestines for a period, it follows that a purgative in about an hour's time is a necessary sequel unless the medicine itself has a laxative action; and it is also good sense to believe that the effect is more drastic if no food has been allowed for at least eighteen hours previously. One has to labour these points, because the majority of people refuse to see the necessity of fasting the dog overnight or giving castor oil afterwards. Let our correspondent try freshly powdered areca nut, one grain for every pound the dog weighs, together with three grains of santonine. If this is mixed with a little sweet syrup it is less likely to be vomited. Repeat the dose in a fortnight. Attention must also be paid to the diet. For several weeks let the dog live mainly on raw meat, and I shall be surprised if there is not a wonderful difference in his general health. At the same time he should have a bath in which some mild disinfectant, such as Jeyes' Fluid, has been mixed. If at the end of a month this procedure has not met with the success I anticipate, the dog should be

dressed all over with the following preparation: Dissolve separately, each in a pint of soft water, two ounces sulphuret of potassium, and two ounces (fluid) hydrochloric acid. Then mix together. Perform this operation out of doors, as the resulting odour is most unpleasant. Sponge all over, and repeat in a day or two. I do not think there will be any further trouble.

### CANKER OF THE EAR.

The canker of the ear, however, must not be overlooked. This may be parasitical in origin or otherwise. In the former case, as a rule a careful examination reveals the presence of the parasites in the shape of whitish specks the size of a needle's eye. The consequent irritation produces inflammatory conditions which, it is believed, sometimes occasion epileptic fits. For a cure take sulphuric ether, three parts; naphthol, one part; and olive oil, ten parts. Inject into the canal once daily, and plug with cotton-wool in order that the ether may do its work. In ordinary canker the ear should be well washed out with warm water, so as to get rid of the nasty discharge, using preferably a syringe with a flexible rubber point. Then dry with absorbent cotton-wool and insert boracic acid powder, working this well in by external manipulation of the ear.

### THE LATE COLONEL COTES.

Shooting-men will regret to hear of the death of Lieutenant-Colonel C. J. Cotes of Pitchford Hall, Shrewsbury, after a long illness, which has accounted for his absence from the field trials, in which he took so keen an interest for many years past. The Pitchford dogs—pointers, setters and retrievers—have had an almost unexampled run of success at the leading trials in the strongest competition, and, naturally, this blood has been highly prized at home and in the United States. Several weeks before the fatal termination of his malady, the gallant Colonel, not without a severe wrench, one feels sure, had determined to offer the whole of his dogs under the hammer, and they will come up at Aldridge's on July 25th, when we may expect to meet a notable gathering of shooting enthusiasts. The catalogue will include a number of field trial champions, notably the pointers Young Druce, Belladonna, Rifle and Duchess; the setters Dear and Dabchick, and the retriever Madam, all bearing the familiar prefix of Pitchford. In addition, there will be many young dogs broken and ready for shooting over. It seems a thousand pities that a kennel, the product of many years of skilled breeding on consistent principles, should now be scattered to the four corners of the kingdom, leaving others, it is true, but not nearly so potent for good as if continued in its entirety. Where is the wealthy man, ambitious of shining in the field trial firmament, ready to come forward and buy practically the lot? This is by no means a fantastical suggestion, but, I venture to think, sound common-sense. Years of labour and

disappointments go to the building up of such a strain, and the opportunity of carrying on the work of the master-hand as it relinquishes the reins is rarely to be met with.

A. CROXTON SMITH.

#### PETERBOROUGH HOUND SHOW.

Peterborough Hound Show was once more a great success; indeed, in the foxhound classes there has never been a finer entry, no fewer than thirty packs being represented. The patronage was never better, and a very large number of well-known Masters of Hounds were gathered round the show-ring, as well as many ladies, who nowadays seem to take extraordinary interest in hounds. Lord North was easily the *doyen* among Masters of Hounds, having officiated in that capacity with the Warwickshire as far back as 1861-62. The love of this cheerful veteran for hounds seems to be unquenchable, and although no longer able to follow the fox on horseback, he masters a pack of excellent basset hounds and watches them on wheels. It was a good and a pleasant thing to find packs of hounds that have hitherto taken no very prominent part at Peterborough doing well this year and taking the lion's share of the prizes. Thus, the Linlithgow and Stirlingshire took no fewer than four firsts, including the champion cup for the best dog hound in the show. Blackmore Vale also were to the fore

with first prize for the best couple of unentered dog hounds, while the Carlow and Bedale also did well among dog hounds. The South Down, another pack which has not often been prominent at Peterborough, also showed to great advantage among the bitch classes, winning three first prizes, including the champion cup for the best bitch hound. The Garth and North Warwickshire, too, distinguished themselves. Among old and famous prize-takers the Duke of Beaufort's and the Grafton did best; while the Warwickshire and Fitzwilliam had for once to content themselves with second places. It is interesting to note that the craze for exaggerated points among foxhounds seems to be at length somewhat on the wane. Hounds standing over at the knees and with malformed feet were certainly not so much in evidence as they have been for some years past. Breeders are, we fancy, beginning to discover that the thing has been overdone, and that judges are setting their faces against hounds of the unnatural and abnormal type. This is all to the good, for this craze, if persisted in, must inevitably have meant disaster to the foxhound of the future. It was generally conceded that there has never been a finer or more generally level lot of high-class foxhounds than those seen at Peterborough last week.

## AGRICULTURAL NOTES.

### BIRDS AND THE FARMER.

SOME time ago we drew attention to the records on this subject made by Mr. Walter E. Collinge, and published as a Supplement to the Journal of the Board of Agriculture and Fisheries. The author has now extended his original observations and brought them together in a book, which is of first-class importance to all who are engaged in the cultivation of the soil. Reserving our comment for another place, we purpose here to summarise the conclusions at which Mr. Collinge has arrived, at the same time advising our readers to look for themselves at the machinery by which his data has been collected. In the first place, there is in the introduction a very interesting account of the commoner birds that have changed their food habits. These are given on various authorities. Thus, Mr. Aplin writes of the starling: "I am inclined to think that the enormous increase of the starling has caused the rook to alter its food; the starling eats up the animal or vegetable food the rook formerly lived on in the spring, and the rook eats more corn and fruit, and has taken to eating partridge and other birds' eggs to make up for it." A correspondent who is not named brings the following charge against the blue tit: "Ten years ago I should have said that the blue tit was deserving of all protection, for its food consisted almost entirely of insects. Recently, however, I have had cause to change my opinion of this bird, for it now picks holes in apples, pears and strawberries, and causes a considerable amount of damage. While I would not favour any systematic destruction, it should not be protected, as at present it is too numerous." Among eccentricities of diet observed among birds, blackbirds have been noticed to be perfectly ravenous for tomatoes; thrushes have taken the developing stems of carnations and pinks; the blackcap is a pilferer of wall fruit and garden peas and so on. But the body of the work is the report on the twenty-nine common species of birds. The study, be it observed, is made without any reference to sport; it is exclusively for the purpose of showing the effect on husbandry. Without saying more, we shall give the conclusions arrived at. The mistle-thrush: "In fruit-growing districts this bird should be kept down, for four months in the year it does more harm than is counterbalanced during the remainder of the year. It is more and more becoming a fruit-eater, and for many years past has shown an annual increase in numbers." The song-thrush: "The song-thrush, while it occasionally does damage to cherries and red currants, and still less to strawberries and raspberries, cannot be regarded as anything but beneficial to the fruit-grower and horticulturist. The percentage of vegetable food it takes is very small, while the bulk of the animal food consists of injurious insects, slugs and snails, millipedes and earthworms." The blackbird: "At the present time the blackbird is one of the most destructive birds that the fruit-grower has to contend with." The white-throat: "The bulk of the food consists of injurious insects. What little damage is done to peas and fruit is more than compensated for by the nature of the remaining food." The blackcap: "I should not advocate any protection for this bird, as there is considerable likelihood, if it becomes at all numerous, of it being a very undesirable orchard pest. In small numbers it probably does more good than harm, but any attempt at protection will justify fruit-growers in taking vigorous measures for extermination." The great tit: "This species undoubtedly occasions a considerable amount of damage to apple and pear trees, but when

one considers the nature of the food during the breeding season and that of the remainder of the year, it must be regarded as distinctly beneficial to the fruit-grower. By no other means could he obtain such results at so small a cost." The blue tit: "In spite of all that has been chronicled against this bird, I am of opinion that it is distinctly beneficial. The harm it does is comparatively insignificant when compared with the great benefits it confers." The wren: "This bird is distinctly beneficial, and should be protected." The greenfinch: "The greenfinch is a very serious enemy of freshly sown and germinating seed, and also helps in distributing the seeds of various weeds. In many parts of the country it is far too numerous, and should be destroyed." The goldfinch: "The worst that can be brought against the species is, I think, that it probably aids in the distribution of weed seeds, otherwise it is distinctly beneficial." The house sparrow: "The sparrow has been allowed to increase to such an extent that it has become one of the worst bird pests we have, but if it were reduced to such numbers as to be no commoner than, say, the robin, I believe the good it would do would more than compensate for the harm." The chaffinch: "For two months or more great harm is done by this bird to sprouting corn, and during the summer it does considerable damage in the orchard. The species is much too plentiful, and requires reducing in numbers." The linnet: "The linnet is a harmless bird, but it would be well to keep a check upon it in districts where it has increased very rapidly in recent years." The bullfinch: "Founded largely upon observations in the field, I cannot arrive at any other conclusion than that the bullfinch is, for quite half the year, most destructive in fruit orchards, causing considerable losses to growers, which far outweigh any little good it may do in keeping down the spread of weeds." The yellow bunting: "In districts where it has been allowed to increase it undoubtedly does a certain amount of harm, but these cases are few; generally speaking, it may be regarded as a beneficial bird." The starling: "As has long been contended by agriculturists, numerically this bird has increased enormously during the last ten or twelve years. This increase I believe to be largely due to migration and the protection afforded to wild birds in general. Considerably reduced in numbers, I believe the starling would regain the good name it has borne in the past, and prove a most useful bird to the farmer; at present it is far too numerous and a source of considerable loss." The jay: "I regard the jay as an almost neutral factor. In some districts, where more plentiful than elsewhere, it undoubtedly damages fruit; on the other hand, it destroys blackbirds and mice, and consumes a large quantity of insect larvæ and slugs." The magpie: "Apart from the question of game, the magpie is a bird that is beneficial to the agriculturist, feeding, as it does, largely upon soil larvæ and beetles, while it destroys field mice, voles, blackbirds and wood-pigeons." The jackdaw: "Unless exceedingly numerous, the good the jackdaw does far outweighs any harm, and I think that frequently its destruction is quite unnecessary." The rook: "There is ample evidence to show that with the present large number of rooks a grain diet is preferred. So far as the evidence of this enquiry shows, the rook is not a particularly beneficial bird to the agriculturist, although its usefulness might be considerably increased were it less numerous." The skylark: "The lark, generally speaking, does more good than harm. The migratory birds arriving in the autumn should, to some extent, be destroyed."

## SHOOTING NOTES.



AT THE 900 YARDS FIRING POINT.

## EARLY PARTRIDGES.

WE have alluded before now in these "Shooting Notes" to occasional broods of partridges hatched off at an unusually early date this season. It appears by some later reports that this early hatch is even more general and widespread than had been indicated previously. We have news of three partridge nests together, within little over a hundred yards of each other, in all of which eggs were laid within four days of the laying of any of the others. And the brood from one of these, a successful covey of fifteen, was brought off so early that they were fliers of tolerable capacity by July 1st. If that was the case with one of these nests, it was presumably approximately the case with all three. Birds nesting like this, so close to each other, suggest the probability that they were all of one covey of the previous year. It is a condition of things which indicates in-breeding, and that the covey was never well broken up during the preceding shooting season, and we are also to suppose that this covey was probably itself an early one of the year before, and therefore the more disposed to nest early when its time came for adding to the stock. But the chief influences to their early nesting are doubtless to be found in the conditions of the present year.

## SMALL CLUTCHES OF PARTRIDGE EGGS.

There is only one small exception to the general rule that all is very well indeed with the partridges this year, and that is that here and there we hear complaint that they have not laid or brooded as large a clutch of eggs as usual. Thus, instead of nineteen and twenty, as in normal years, they have been going to sit on fourteen or fifteen. The eggs have hatched out well, but there has been this

original shortage in their number locally. It is not anything like a general complaint. And more locally still we are told of numbers of young birds drowned by heavy thunder storms coming just at the wrong time for them. No doubt it is very little comfort to those who have thus lost their birds to be told that on the next estate, which the storm did not visit, there has not been any of this destruction, but on the whole there will be many more of those who are fully satisfied with their partridges this year, unless something quite unforeseen comes to spoil them, than of the dissatisfied ones. In some places the storms were so severe, and accompanied by such heavy hail, that the pheasant chicks suffered severely. A keeper told us that the hail rattling on the coops frightened the little pheasants so badly that they ran out of the coops and then the big hailstones killed them. The usual tendency of the birds is to seek the protection of the coops as soon as any danger threatens, but no doubt, this was an exceptional visitation. At all events, the unfortunate fact remains that here and there a good many of them really were stoned to death by the hail, which must have been exceptionally large.

## BISLEY MEETING.

Bisley opened with the Waldegrave on Monday afternoon; four double highest possibles were made in this competition, which was only won by Mr. H. St. G. Maxwell after a remarkable tie shoot, in which he made eighteen consecutive bulls-eyes to Colonel Mellish's seventeen. This constitutes a record for the competition, but both competitors were somewhat rueful about the effect on their barrels, as setting up records of this kind is distinctly costly when it is done at the expense of a really good barrel, a possession which is exceedingly hard to come by, as every Match-Rifle shot knows to his cost.



BEHIND THE TARGETS: REGISTERING A BULL.



GREAT BRITAIN: WINNERS OF THE EMPIRE MATCH.

From left to right: Private W. Gray (London Scottish), Private C. W. Wirgman (London Scottish), Sergeant J. Runciman (Gordon Highlanders), Sergeant H. G. Burr (London Rifle Brigade) Armourer-Sergeant J. E. Marlin (Highland Light Infantry), Captain R. F. Davies (London Rifle Brigade), Major T. Rankin (Royal Scots), Lieutenant-Colonel the Hon. T. F. Freemantle, captain of the team (Buckingham Light Infantry), Captain A. S. Bates (Adjutant London Rifle Brigade), Sergeant H. Ommundsen (Queen's Edinburghs), Captain E. L. Parnell (Kensingtons), Sergeant R. S. Carden (Yeomanry), Private A. G. Fulton (Queen's Westminsterers), Lance-Corporal H. A. Mann (Hon. Artillery Company), Rifleman W. A. Halls (Queen's Westminsterers).

Mr. Maxwell was using a new B.S.A. rifle, and gave much of the credit for his shoot to the excellent angle it kept. Mr. Martin and Mr. P. K. Whitehead also made two full scores in the Waldegrave. In the Bass, on Tuesday morning, Captain Campbell of Ross and Colonel the Hon. T. F. Freemantle each made 99, Colonel Freemantle won on the tie shot.

Great Britain have again won the Empire match with a total score of 2,210, while Australia were second with a total which is ninety points less. The first stage of the match, ten shots per man, at 300, 500 and 600yds., was shot on Friday, the 11th inst., and the second stage, 800, 900 and 1,000yds., on Saturday, the 12th inst. At the very first range Great Britain obtained a lead of 13 points, and this was increased at each subsequent range. The total scores made on the first day were: Great Britain, 1,136; Australia, 1,110; Canada, 1,085; and India, 1,014. It may be noted that two possibles were made at 500yds. for the home team, and one each for the Canadian and Australian teams. Lance-corporal Mann's and Private Fulton's scores of 147 were exceptionally fine performances, as most shooting men consider that 300yds. is the most difficult of all ranges, as the bull's eye is so small that it requires a very good rifle to shoot to it, and there is no room for error on the part of the man; to only drop 3 points on this range alone requires very good holding. It is remarkable that the first six men in the Great Britain team made higher scores than those of any other competitors, and Armourer-sergeant Martin's score was only beaten by Staff-sergeant Freeborn, who made top score for Canada. Public interest is rather apt to be focussed upon individual scores; but in a match of this kind very heavy responsibility devolves upon the coach. The most the individual members of the team can do is not to stultify his calculations. Great Britain is very fortunate in having Colonel Freemantle to captain her teams.

THE SHOOTER'S YEAR BOOK.

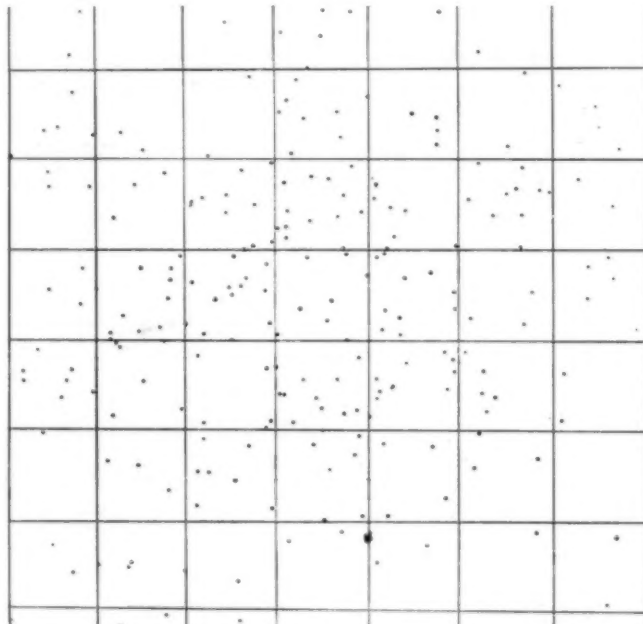
It is never easy to select from a mass of technical matter just such data as will interest and be of use to the ordinary shooting man as distinct from the expert on ballistics. Yet that is exactly what has been done by the Editor of the "Shooter's Year Book" within the necessarily limited space of a waistcoat pocket diary and game register. The "Shooter's Year Book" may justly be described as a simplified work of reference on shotgun ballistics, and the publishers, Messrs. Curtis and Harvey, Limited, of "Smokeless Diamond" fame, are careful to keep the information contained therein well up-to-date. Not only are the statistics reliable throughout, but much sound advice is given on the question of loads, and it is noted that "a widespread feeling exists that some improvement should be possible now that the ballistics of powders are so completely under control. Whether the developments of the near future will lean towards a further diminution of shot charge and such increase of velocity as will counterbalance the loss of weight is not yet certain. But there are many indications to that effect." A penny stamp to 110, Cannon Street, E.C., for postage, is all that is asked for this most useful annual.

N.E. SPORTING POWDER.

IN view of the number of sporting powders already competing for favour the introduction of another, particularly by the proprietors of several already satisfactory powders, calls for explanation if not for apology. In the absence of more precise knowledge one would imagine that the only possible justification for a new powder would be the possession of some distinctive features not already developed in existing powders. In this instance, however, the aim of the makers, The New Explosives Co., Ltd., has been to effect a blend of the properties of 42gr., 33gr., and 30gr. powders capable of maintaining the required ballistics with either of the shot loads for which the above powders are individually appropriate. It is now fairly generally appreciated that each of the before-mentioned classes of powder has been developed especially to deal with the shot load to which it is best adapted, and although admitting of some variation, it is only in combination with its own particular shot charge that its best possibilities are realised. The 42gr. powders, for example, are best adapted to 1½oz. loads, the 33gr. to 1 1-16oz. loads and the more condensed powder to loads of 1oz. or less.

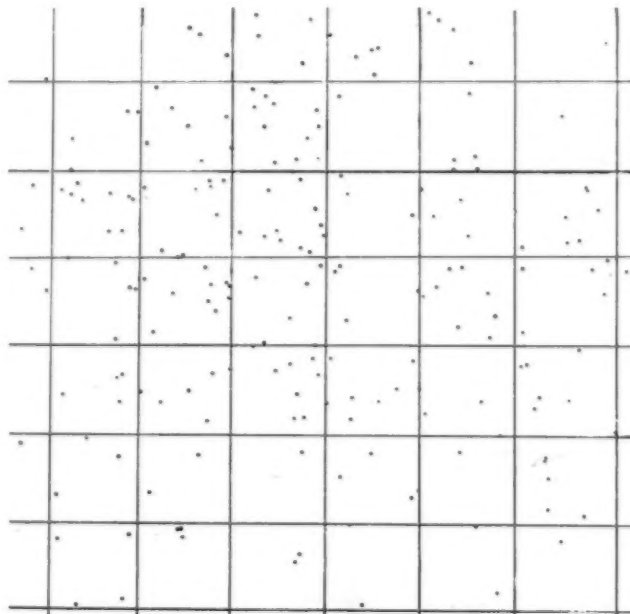
The normal 3dr. charge of the new N.E. powder weighs 36gr., and develops standard ballistics with any shot load. In such case, were it not for the persistence of the demand for the older classes with which many sportsmen are perfectly satisfied, they might be superseded by the new product; as it is, however, the progressive maker desirous of satisfying all demands, while keeping pace with the march of improvements, has no alternative but to evolve a new powder, hence, despite the advent of one

powder which might well supersede several, the number of powders competing for popularity continues to increase. The instrumental tests of the new N.E. powder were made with cartridges loaded under ordinary commercial, as distinguished from laboratory, conditions in Eley gas-tight, unlined cases, that is to say, with just such loading as the ordinary purchaser would get, and on two different days in which the atmospheric conditions differed sufficiently to make an appreciable difference in results. The three normal charges of 1½oz., 1 1-16oz. and 1oz., each with the same powder load, viz., 36gr. N.E., were tested for velocity, pressure and pattern. A mean of both tests gave a velocity of 1,108 foot-



PATTERN WITH 36GRS. N.E. AND 1 1-16OZ. NO. 6 SHOT.

seconds with 1½oz. shot, 1,110 foot-seconds with 1 1-16oz. shot and 1,124 foot-seconds with 1oz. shot, while pressure averaged with each load respectively 3'24 tons, 3'10 tons and 3'11 tons per square inch. The close uniformity of these figures tends to justify



PATTERN WITH 36GRS. N.E. AND 1OZ. NO. 6 SHOT.

the claim that this new powder is universally applicable to considerable differences of shot charges, while a general and desirable gain in velocity withal has also been attained. High velocity in conjunction with good, even patterns is synonymous with the less technical expression "hard hitting," and in view of the high velocities attained special care was taken with the pattern tests, two different guns and two sizes of shot being used for the purpose.

The full choke bore put 79.6 per cent., 72.1 per cent. and 79.3 per cent. of the 1½oz., 1 1-16oz. and 1oz. shot charges respectively into the usual 30in. circle at 40yds., and the Improved Cylinder gun, under the same circumstances, 52 per cent., 49 per cent. and 50 per cent., the latter gun giving precisely the same averages with both No. 6 and No. 7 shot.

The laws of physics ordain that an increase of from 50ft. to 70ft. per second in muzzle velocity should be attended by a corresponding increase in recoil, which, indeed, was observed; on the other hand, where the first consideration is a light recoil there should be no difficulty in modifying the powder charge to give about the normal velocity of 1,050ft. per second, when recoil will all diminish conformably.

From the standpoint of both powder-maker and cartridge-loader a powder so insensitive to considerable variations of load is a most desirable acquisition, while to the sportsman it means that the small unavoidable variations in loading are infinitely less likely to cause any appreciable difference in his shooting. The improved cylinder patterns with the 1oz. charge of both No. 6 and No. 7 shot showed particularly even and regular distribution, a

very essential feature where small shot charges are used. Our illustrations are from photographs of the pattern plates.

#### CORRESPONDENCE.

##### GAPES IN HAND-REARED PHEASANTS.

SIR,—Will you kindly tell me if there is any treatise on gapes in pheasant chicks reared under the domestic hen and hand? My keeper is anxious to know the theory of how the gapeworm is generated and how it gets into the windpipe. Is it supposed that wild pheasant chicks suffer from gapes? It is such an interesting subject, you might think it worth while to insert my letter in *COUNTRY LIFE*, when no doubt many of your readers who have studied the question would kindly give their experience.—PERPLEXED.

[Gapes is produced by the forked worm or redworm (*Syngamus trachealis*), and the information your keeper requires will be found in "Practical Game Preserving," by William Carnegie (Upcott Gill). We do not know of any treatise devoted expressly to the disease, but it is dealt with both by Dr. Klein and Mr. Tegetmeir. Gapes is more prevalent in a wet season than a dry, and is said to rarely attack wild chicks. In the rearing field the coops containing the chicks should be well dusted with blackerite by means of specially constructed bellows. Some keepers give oil and turpentine with the soft food, shutting the chicks up early overnight and making 10 a.m. the first feed of the day.—ED.]

## SOME RECENT NOVELS.

**The Horrible Man**, by Frances Forbes-Robertson. (Stanley Paul and Co.) "THE HORRIBLE MAN" is unfortunate in its title. It is a fantastic tale with a decided attraction, in spite of its numerous improbabilities. The horrible man, whose name is James Crawley, by the way, is the agent for the Malleson family; he mismanages affairs, and the scholar finds himself face to face with ruin. In order to secure his wife and daughters, he virtually commits suicide so that they may be saved from penury. Rene, the youngest daughter, a kind of half-fawn, half-nymph, on whom the author has spent much care, suspects the truth; her mind becomes unhinged by her secret fear, and we are led to perceive her roaming the countryside in the form of a white hound. Foolish as this sounds when expressed in crude terms, it has a certain freakish reality as it emerges in the story, which is charged with a kind of superstitious Paganism that has in it elements of beauty as well as of actual absurdity. Mrs. Harrod is a writer who sacrifices too much to effect, and some of her descriptions—otherwise exquisite—are marred by a too nice feeling for words. The story is unusual.

**The Sixty-First Second**, by Owen Johnson. (W. Heinemann.)

IN *The Sixty-first Second*, the story of the disappearance of a ring and the complications that ensue upon its failure to reappear, the interest is well sustained from first to last. Rita Kildair is equally intimate with the presidents of the Atlantic Trust Company and of the Associated Trust Company, who, at the tale's opening, are on the eve of ruin by a common danger. One or other, or both, may be blotted out, and each is eager to secure himself, even if at the expense of the other. Slade, interested in Mrs. Kildair, by offering her in a gift a valuable ruby ring, attempts to make use of her in the effort to discover the rival president's position. Rita Kildair refuses the ring, only to have it forced upon her by Slade, who sends it to her for a week's loan. The same evening, at a party given in her rooms, the ring, laid aside by her for a moment, disappears. She insists upon trying an expedient for its return, and, the room in darkness, counts a hundred. At the sixty-first second the ring tinkles on the table. She continues, as arranged, to count to the number agreed upon. The room is re-lighted, and the ring has again been stolen. The story that follows goes at a great pace, and is a thoroughly well-managed one, suspicion turning upon this person and then upon that. Well written besides, its characterisation is good and the setting not sensational.

**Collision**, by Bridget MacLagan. (Duckworth.)

RATHER tantalisingly obscure at times, *Collision* is yet a novel with no small claims to appreciation. Imogen Daunt, a Socialist and leader of the Woman's Movement, is Miss MacLagan's heroine. A young woman of no mean attainments, she has decided views of her own, and these views she insists upon airing in and out of season. Susan Digby, wife of an official in India, invites Imogen Daunt to visit her, and Imogen, fired with big ideas on the Woman Question in India, accepts. Handsome, strong-minded, sensual and a trifle coarse, Imogen—with an agitator, Trotter by name, at her heels—succeeds in involving the Digbys and herself in an unpleasant and dangerous dilemma, to discover in the end her mistake, and that through consequences which can never be remedied. The story is a clever and original one, if at times rather hard to follow. In the character of Imogen there is a strong impression of reality, and in the studies of Choula and the Badri Nath's Miss MacLagan shows observation and sympathetic insight.

**A Garden of Spices**, by A. Keith Fraser. (Hodder and Stoughton.)

AN intimate and tender story of childhood, almost tragic in its close attention to those slight details of unhappinesses which to youth loom so gigantic. The child Elspeth is a delightful creation, whose sayings and doings provoke both laughter and tears. There is the Dragon, who wields over her undisputed sway, and father and grandfather, who are more or less her slaves. Shy, lovable and full of drolleries, the Laird's motherless granddaughter's childish coquetties, her pretty humours and fancies, are sternly drummed out of her by Janet, the Dragon. Between the pair an eternal warfare is waged, and were it not for lighter passages the book would be too painful. As it is, it is one which should appeal irresistibly by its simplicity and candour and its understanding of the child mind.

**Swirling Waters**, by Max Rittenberg. (Methuen.)

WHEN Clifford Matheson refused to fall in with the plans of Lars Larssen in an enterprise necessitating a conscienceless roguery, the two men found themselves up against forces in each other which threatened the individual safety of both. Matheson, unknown to the great shipowner and millionaire, was already heartily dissatisfied with the life he had been leading; he decided to disappear. To do so seemed simple enough, but Larssen was not a man to be balked of his purpose, and when suspicion of Matheson's death came to him he decided to suppress the news of it and proceed to float the Hudson Bay scheme—of which Matheson had disapproved—declaring that he had Matheson's instructions to do so. Matheson, masquerading as John Riviere, eventually hears of this when events have occurred which make his return an unpleasant duty, the author having very cleverly entangled his hero in a situation bristling with difficulties. The story is a good one, the interest well sustained and the movement going at a quick pace.

**V.V.'s Eyes**, by Henry Sydnor Harrison. (Constable.)

A CLEVER, patient and engrossing American novel, which carries the reader along from one incident after another with a determination and graphic power of portrayal that allows for no dull moments. V. Vivian is a doctor and a humanitarian. In his practice, which lies mainly among the poor, he comes in contact to a considerable extent with the criminal disregard for life and health betrayed by some of the big employers of labour. In particular, his attention is concentrated on the Heth Works. The Heth family are wrapped up in their daughter, Carlisle, a young woman with ambitions to marry well, and the determination to get what she wants. By a stroke of ill-luck Carlisle, pestered by the attentions of Jack Dalhousie, allows herself to act a lie which ruins the youth's life. This piece of seemingly inexplicable and wanton cruelty on her part brings her into touch with Vivian, who tries to persuade her to speak and save Dalhousie's reputation. Furious at the needy doctor's interference Carlisle pursues her course, to discover in the end, too late, a desire to make reparation. Needless to say, the story develops an excellent moral, the fall of a floor in her father's works depriving Carlisle of the life of the man she loves. The book is full of vigour and charm, and is a thoroughly entertaining one.

**The Man from Nowhere**, by Victor Bridges. (Mills and Boon.)

THERE is a stimulating wealth of incident in *The Man from Nowhere*. Who does not revel in the possibilities opened up by the meeting of the hero with his double? and when that double proposes a change of individuality, say for three weeks, with ten thousand pounds thrown in as some slight recompense for risks to be encountered, then all promises to be well for the reader. Mr. Victor Bridges is not niggardly in handing out sensation; his is a lavish hand. It must be confessed, too, that the series of attempts on the life of Jack Burton, adventurer, while masquerading under the name of Stuart Northcote, millionaire, makes thoroughly good reading. Mr. Bridges' hero, besides, infuses us with his own enthusiastic enjoyment of the luxuries and excitements of his change of circumstances; no one could more unaffectedly take us into his confidence on that score than he. So that altogether, having had a good time, we are willing to own to it.

**The Red Mirage**, by I. A. R. Wylie. (Mills and Boon.)

MISS I. A. R. WYLIE has packed innumerable events into her novel with generosity, neatness and despatch. She is determined that no one shall be bored; and it is extremely probable no one will be, even though much that her new novel contains is a little stale—such, for example, as the incident of her somewhat conventional hero's taking upon his own shoulders the scoundrelism of the fiancé of the woman he loves. Sylvia Omney is a fluffy nonentity about whom we know little more at the end of the book than we did at the beginning; but her uses are obvious, the most salient being her genius for making trouble; two men at least come to disaster through her. The story concerns itself mainly with a tragedy of the Foreign Legionaries; it is laid on the edge of the Sahara, and, when the author infrequently dons a somewhat too pronounced inclination in favour of sustained action, betrays a sense of atmosphere which is grateful and refreshing. But, on the whole, the book suffers from prolixity; the matter is heterogeneous and the plot a complication of the lives of at least half-a-dozen equally important persons.

## POLO NOTES.

### THE COUNTY POLO WEEK AT RANELAGH.

THERE was a time when London polo was everything and county polo of little or no account; but now, county polo occupies one of the most important weeks of the whole year, in which tournaments which attract more than fifty entries reach their final stages and are decided in the presence of great assemblies of those interested and their friends. The point, however, which strikes an observer accustomed to a critical watching of polo is that the quality of the play is so high. In the same week the semi-finals and finals of the Coronation Cup bring together the pick of the first-class players of the season. The winners of the Champion and Open Cups and of the Inter-regimental Tournament meet to decide which is the best team of the year. We have seen some fine play, but in style, pace and combination there was not so very much to choose between these Coronation Cup teams and, for example, the capital team of soldiers which represented Norwich in the final of the Junior County Cup on the Barnes ground at Ranelagh last Friday. The winning team—and they gained their position by a large margin of 8 goals to 3 goals—were clean hitters, and they could make goals. They had some nice ponies. One bay pony that has pace caught my eye, and when I looked at it from another point of view and considered that they were members of a regiment which has not long been in England, if the regimental team keeps together the 12th Lancers may be soon winners of the Inter-regimental. From the style of play of the 15th Hussars and 12th Lancers in their first season, the conclusion is forced on us that the difference between English and Indian polo is gradually growing less marked. So far as we can see, the Indian training is an unmixed advantage. Such players as Captains Ritson, Cheape, Barrett and Lockett have never shown any awkwardness on English grounds, while they are invaluable in the resolution and resource of their play. I have seldom seen better regimental teams than the 15th Hussars and the 12th Lancers.

It will have been noted, however, that of the county teams, and especially the most successful, a majority and, in some cases, all the players were soldiers and that the civilian county player has less share in the tournaments of the County Polo Association than he had. But this is only another way of saying that those county polo clubs which have regiments stationed within their limits—Colchester, Norwich, Canterbury and Salisbury, for example—find that so far their best players are regimentally trained, and select them to represent the clubs in the tournaments. I heard of several laments on this subject when I was at Ranelagh, but this is not a question in which the County Polo Association can interfere. No one more than I desires to see a strong governing body for polo to settle the questions of umpiring, handicapping, the height of ponies and many other points which need the control of a central committee. At every turn we see reason to regret that Hurlingham has definitely refused to take up these matters and to occupy its true position. But it is no use regretting what cannot be altered. The Hurlingham Club general meeting is our final court of appeal and the real legislative body, and has to be accepted as such. The Polo Sub-committee is practically an advisory committee which I believe to signify a body whose advice is never taken. At all events, the County Polo Association is both strong enough and competent enough to settle all these points for county polo, but I hope they will allow the game to work out its own salvation on natural lines. To tinker with teams, to attempt to exclude any class of player from any tournament for which his class makes him eligible, is a great mistake. If the soldier members of any club are the best players, let them represent the club; nor can civilian players have what they consider a fair share of the good things of polo play unless they reach them like anyone else by hard practice, submission to team discipline and the exercise of good judgment in buying ponies. You cannot dry nurse any section of players in a game into a position to which they are not able to attain by their own exertions. I am afraid in some county polo clubs the civilian members are not free from the charge of slackness. The regimental players are better because they practice more and play—not only to suit their own inclination, but for the benefit of the team. We are not ignorant of the necessity of such discipline, for all of us in our school or college life have had to take our part in games or a seat in a boat when we would gladly have done something else.

In other respects the regimental teams have been the making of county polo; they have set a high standard of play and practically taught the game. My own experience of isolated county clubs is that they contract faults, and that the best players never improve because they are never brought into contact with

those better than themselves. From the days when the really fine Edinburgh and Liverpool County Cup teams were formed and trained, as it were, by the cavalry regiments stationed at Manchester and Edinburgh, regimental is—probably always was—the backbone of the county game. There is one thing very notable during the past week, and that is the interest taken in the polo by those people who are enjoying the hospitality of the Ranelagh Club. Instead of a few people collected on off-days, the club has been, not crowded, for Ranelagh never can be that, but full of an interested crowd of spectators.

### THE FINAL OF THE CORONATION CUP.

Saturday at Ranelagh was a very great day. The greatest sign of the popularity of county polo is the way the members of the County Polo Association and their friends follow the game during the County Polo Week from day to day. The County Polo Association have every reason to be pleased with the success of the week, and the Ranelagh Club may congratulate themselves on the judgment of their Vice-Chairman in taking advantage of the opportunity which the refusal of Hurlingham to entertain county polo gave them. Moreover, Ranelagh gives of its best in every way to the County Week, and the final of the Coronation Cup secures that the club's visitors shall see the best polo. There was a great deal of interest felt in the fortunes of the Tigers. Would Count de Madre's twenty years of striving be rewarded by the best trophy of the year? Directly I took up the programme and saw that Major Mathew-Lannowe was taking Captain Ritson's place, I knew that the Tigers would not win. Major Mathew-Lannowe is a very fine player at his best, but he is out of form this year, and, in any case, is not equal to Captain Ritson in a difficult task. In the event the Quidnuncs won by 7 goals to 4 goals. Both the Duke of Penaranda and Lord Ashby St. Ledgers were playing for them. The former is a fine player at his best, a really good horse-man, a tremendous hitter, with great length of stroke, and a player at once keen for and loyal to his side, and he is well mounted. In the Championship Cup ten of his ponies were placed at the service of his team, the rest being some belonging to Lord Ashby St. Ledgers. The last named is a useful player in any team, not quite, perhaps, in the first class when by himself, but by no means a passenger. The other two, Captain Palmes and Captain Barrett, are two of the best players we have, and Captain Barrett has been able to make a good team of the Quidnuncs and give them unity of style and combination. They have deservedly taken the first place in the season's polo. This is satisfactory, because they really are a team, not three very first-class players carrying a fourth and less excellent performer to victory. The Championship Cup form was vindicated, and that also was satisfactory. The Coronation Cup is a magnificent trophy, and Lord Ashby St. Ledgers and the Duke of Penaranda may be congratulated on a success which was well deserved and legitimate. The match itself was a close one, the Tigers doing well, and Captain Cheape performing marvels and regaining the reputation which the Test Matches in America had somewhat tarnished. Had he been able to hit goals or to combine with Mr. Buckmaster the result might have been different. But it was impossible not to admire the splendid form, the resourceful efforts of Count de Madre's back and not to feel that if the Tigers captain could not quite equal the rest of the teams, yet that his ponies and judgment had earned their reward. The first periods were even, but the general combination of the Quidnuncs told, and they won a good game by 7 goals to 4.

### THE COUNTY POLO ASSOCIATION CUP.

Both these cups fell to soldier players, and six men from the 12th Lancers annexed both the Junior Championship and the County Cup. Both Norwich teams were good; both played an excellent game and showed what good polo they play in the regiment. Yet it is evident that six players in different combinations, all from the same regimental team, ought not to have won both cups, and we are sure to hear complaints from the civilians. I am not one of those who object to the leading part in county polo taken by soldiers. Polo is a soldier's game, and, indeed, every tournament of note has this season been won by teams in which the members and the skill have been on the side of soldier players. What I think is wrong is the handicap. It is quite clear that a team like the 12th Lancers is below their handicap. When a team comes from abroad we should, in their first season, give the players a handicap number not below six; it can be reduced later when and if necessary, but no team fresh from India should have less than an aggregate of twenty-four. In this way matters would, I believe, right themselves.



## Madame Chaminade and the Pianola at Aeolian Hall.

But a few months ago the Pianola was heard with the London Symphony Orchestra, conducted by Herr Arthur Nikisch, at the Queen's Hall, London, and the praise of both audience and professional critics on this occasion established for all time the supremacy of this instrument.

Further proof that the artistic capabilities of the Pianola places it far above all other piano-playing instruments was given recently at Aeolian Hall, when Madame Chaminade, the eminent French composer, played in compositions for two pianos, the other part being played by means of the Pianola.

None but an instrument capable of the most subtle nuances of expression and of exactly reproducing the varying touch of the human hand could have scored a triumph in such close contrast to the hand-playing of a brilliant pianist performing in works of her own composition.

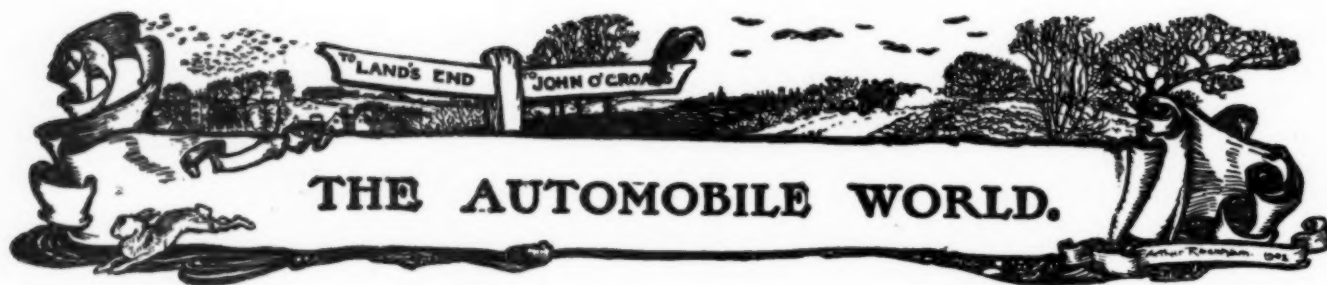
No one contemplating the purchase of a piano-playing instrument should have any but the one recognised by the great musicians of the day—the genuine Pianola Piano which combines the Pianola and its exclusive devices, with the famous Steinway, Weber or Steck Pianos.

*Call at Æolian Hall and Play the Pianola Piano, or write for Catalogue "K."*



**THE ORCHESTRELLE COMPANY,**  
ÆOLIAN HALL,  
135-6-7, NEW BOND STREET, LONDON, W.





### CENTRAL ROAD ADMINISTRATION.

**A**MONG the subjects discussed at the recent Road Congress there was none of greater interest to the average man than the centralisation of road administration. There is a growing conviction among road users in this country that our system of minute subdivision of responsibility cannot make for economy or efficiency, and that the abolition of a host of petty highway authorities is, consequently, necessary before the administration of even the main roads of the country can be placed on a satisfactory footing. The volume of General Reports on the papers and discussions of the Congress throw some useful light on this particular subject, the contribution of Mr. Rees Jeffreys, the secretary to the Road Board, being a very valuable document which deserves careful study. It will come as a surprise to many to learn that in England, Scotland and Wales there are no fewer than 2,140 separate authorities who, between them, administer 175,487 miles of roads, or an average of only eighty-two miles apiece. The height of absurdity is probably reached in Scotland, where, apart from the big cities, there are over two hundred burghs, half of which have less than ten miles of road apiece to maintain. Needless to say, such a minute mileage is insufficient to keep the road plant fully occupied all the year round, and renders the employment of a skilled road engineer impossible, for economical reasons. It is this inability of small local authorities to pay large enough salaries to secure competent men which, more than anything, condemns our system of highway administration. As one of the American representatives stated in his paper: "People are learning that road building is an art based on

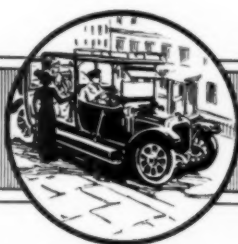
a science, and that trained men and men of experience are necessary to secure the best results from the expenditure of road funds." Mr. Rees Jeffreys, in his general conclusions, ably sums up the situation as follows: "A principle that can be laid down as of universal application is, that the unit of highway administration shall be sufficiently large and command sufficient resources to employ and remunerate adequately a competent administrative, engineering and accounting staff."

Another evil that results from the existence of a number of highway authorities is the great unevenness in the burden on the ratepayers. The boundaries of most local authorities have long since ceased to have any meaning, and there can be no justice in one ratepayer being mulcted in two shillings in the pound for road maintenance, while another living only a few yards away

has to pay only half as much. Mr. Rees Jeffreys' report contains some interesting figures showing how great the variations are in the amounts paid by ratepayers for the roads. In London, where there are twenty-nine authorities, the average total expenditure on roads and bridges per pound of assessable value, taken over a period of five years, ranged from 13.5d. in Westminster to 24.2d. in Poplar. In the adjoining county of Middlesex similar variations were shown, the ratepayers of Wealdstone getting off with 12.7d. while those in Feltham had to pay no less than 25d. The big towns show even greater discrepancies, Brighton being able to keep the cost as low as 10.1d., while Rotherham's expenditure worked out at 27.2d. In the counties the case is worst of all, as in Durham the ratepayers, on an average, paid for their roads only 5.7d. per pound of assessable value, the other



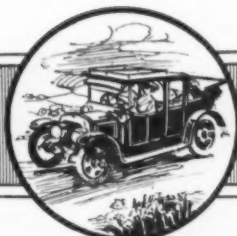
A 15 H.P. CROSSLEY AT RUTHIN CASTLE.



For the Town.



"The car that has set the fashion to the motoring world."



For the Country.

## One of Austin successes—the "Lancaster"

**H**ERE is an Austin model which rises to every occasion and is adapted for every demand. In the capacity of Town car its distinguished and graceful appearance adequately befit it for each purpose where a smart turnout is essential. For my Lady when she visits or shops; for social functions and the theatre; and equally for the service and satisfaction of the Professional man, this model fulfils every desire. The "Lancaster" is also a Country car. Upon the long tour or the week-end run, it is particularly useful, being sometimes preferred to a Limousine. In spite of its size—the body has a very roomy interior—it is an exceedingly light type, and the fact that it can be easily turned into a closed carriage on the advent of bad weather affords passengers a sense of security under every condition.

Including the two front seats, accommodation is provided for seven persons, and facilities for carrying sufficient luggage for touring can be fitted. We supply a large number of these carriages, which give every satisfaction. Price of the "Lancaster," as illustrated, including Austin-Sankey detachable wheels (880 x 120) and one spare wheel with studded Dunlop tyre; grooved Dunlop tyres to front wheels, and studded to rear wheels; well instep, and brackets for spare wheel; paraffin side and tail lamps and powerful acetylene headlights; horn, speedometer, and distance recorder, electric dashboard lamp, lifting jack, tyre pump, and full kit of tools. The fittings to the carriage include:—Ventilator in roof, one electric roof light to interior, including wiring, switch, and accumulator; speaking tube; silk blinds to all windows; two loose emergency seats as illustrated; luggage rail; collapsible roof ladder. **PRICE, ready for the road £783**

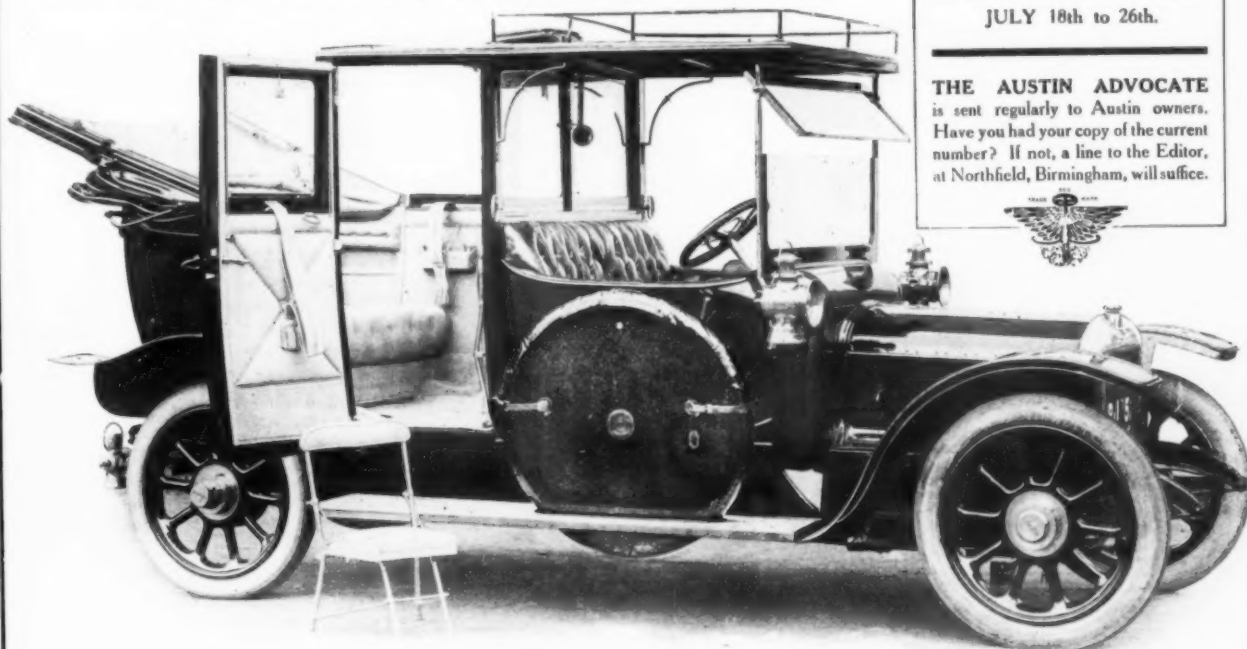
MODELS AND CHASSIS PRICES, INCLUDING TYRES:  
**"DEFIANCE" CAR**, a tip-top highly "groomed" and finished car of irreproachable style. Supplied with a B.A.R.C. Speed Certificate, £1,000.  
 10h.p. £260; 20h.p. £375; 18/24h.p. £500; 30h.p. £550  
 ALL FOUR-CYLINDERS. DELIVERY AT WORKS.

**THE AUSTIN MOTOR COMPANY, LIMITED,**  
 Builders of Pleasure and Commercial Vehicles, Marine Motors and Equipments, and Electric Light Installations,  
**Longbridge Works, Northfield, Birmingham.**  
 LONDON: 479 to 483, Oxford Street, W. (Near Marble Arch). PARIS: 134, Avenue de Malakoff. MANCHESTER: 130, Deansgate. NORWICH: 18 to 22, Prince of Wales Road

### Interested in vehicles for COMMERCIAL USE?

You should not miss the  
**AUSTIN EXHIBIT  
 AT OLYMPIA, ON  
 STAND 28**  
 JULY 18th to 26th.

**THE AUSTIN ADVOCATE**  
 is sent regularly to Austin owners.  
 Have you had your copy of the current  
 number? If not, a line to the Editor,  
 at Northfield, Birmingham, will suffice.





A 40 H.P. AUSTIN WITH DEFIANCE BODY.

extreme being the case of the Isle of Ely, where the figure was as high as 32.4d. These figures are sufficient to show how unevenly the burden of highway maintenance is at present distributed. What may be the remedy short of absolute centralisation is difficult to say. Mr. Jeffreys himself is silent on the subject beyond recommending that there should be a further development of State assistance and supervision and an enlargement of the units of administration.

#### TO THE SOUTH COAST ON A ROLLS-ROYCE.

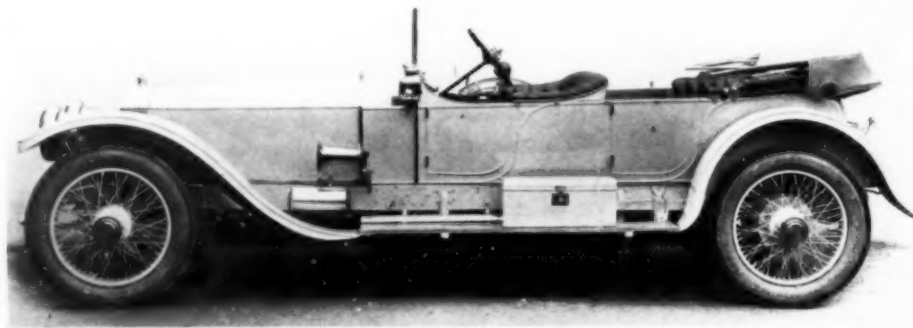
**I**N this year of grace, 1913, to write down one's impressions of a run by car to the South Coast may appear very little short of ridiculous. In the case of a good many cars it would undoubtedly be so, but in a matter of this kind the circumstances—or the car—may be so exceptional that the retelling of an oft-told tale is justified. In my opinion, a recent trip taken by me on a 40–50 h.p. Rolls-Royce from London to Bournemouth is worthy to rank among the exceptions, for the simple reason that the latest model produced by the Derby firm is so very different from any other car on which I have travelled, and my experience has been fairly extensive. Those who, having borne with me up to this point, expect to read of thrilling incidents by the way, later on in the article, may save themselves the trouble of accompanying me further; there will be no thrills—merely an endeavour to describe in simple words an uneventful morning's run on a car which, to my mind, represents the very best automobile engineering practice of the present day. That the standard "London—Edinburgh" machine on which the journey was accomplished was, to all intents and purposes, a replica of the cars that finished respectively first and third in the recent International road race for the Spanish Grand Prix lent additional interest to the run.

The long, low, grey Rolls-Royce slid sedately out of London, now at a walking pace behind a lumbering dray, now darting ahead to take advantage of an opening in the traffic stream; never faltering when called upon for a sudden effort, yet never making

the effort obvious. Speedy acceleration is by no means a prerogative of the Rolls-Royce, but acceleration which is both rapid and apparently effortless is seldom encountered even on cars justly ranking in the first class.

Once the slightly tapered bonnet was pointing down the open stretches of the Portsmouth Road our speed improved, but the only indications of faster progress were the rapidly flitting hedges and the registering needle of the speedometer. Of engine vibration there was not a trace, and the new cantilever springing at the rear of the chassis levelled all road surfaces to the quality of newly laid wood paving. In this matter of suspension the Rolls-Royce could scarcely be improved upon, since the tendency to roll, which is noticeable sometimes at corners when a single set of spring leaves is made to do the work of the more usual semi or three-quarter elliptical spring, has been entirely overcome.

I found it almost impossible accurately to estimate the speed at which we were travelling, for not only was the comfort of the car perfect, whether we moved fast or slowly, but the engine was as silent at fifty miles an hour as at fifteen; there was not even the faintest indication of "thrash" throughout the range of its speed. How the makers have worked this miracle is, I suppose, a secret which they would not willingly divulge. Probably the desired result has been achieved by means of many minor refinements rather than by one outstanding innovation in design. After all, what does it matter to the ordinary motorist? The end is the important thing; the means to it of but secondary interest. One other point which "kept me guessing" as to the speed; the bevel drive to the live axle was absolutely devoid of hum. As a rule,



A "LONDON TO EDINBURGH" TYPE ROLLS-ROYCE.

one can judge the rate of travel to within a mile or two by the song of the final gearing. Not so on the Rolls-Royce, the designer of which appears to have solved the difficult problem of the silent transmission of high power through the teeth of bevel pinions.

Splendidly as our car had pulled in London at a speed of three or four miles an hour on top gear, I doubted her ability to climb, without recourse to "second," the steep pitch leading out of Guildford past the hospital on the Farnham Road. A ten-mile limit covers this stretch, and, though the Rolls-Royce would, on "top," make light of it at twenty miles an hour, I did not think that at half that speed she would show equal enthusiasm. My driver was, however, confident enough, and, carefully timed by a constable on trapping duty, we steadily climbed upward with the speedometer needle pointing to the figure 9.

It seemed to me that no sooner were we out of Guildford than we were dropping down into Farnham, some nine miles away. The road had been clear, and, in spite of a strong head wind, where no cross-roads called for caution, our speedometer needle had made several excursions towards the mile a minute mark. I should judge that seventy-five miles an hour would be about the limit of the car's speed on a calm day at Brooklands. Through Alton, Alresford and Winchester we ran without incident, the stiff pull out of the last-named town, through the archway on the Romsey Road, being taken with the utmost ease on top speed. It was the same story on the steep climb immediately beyond Romsey on the Lyndhurst Road. Then away we sped into the New Forest, and in Lyndhurst Village I was invited to take the



A CONNAUGHT LIMOUSINE BODY.

# WOLSELEY

"In Daily Use all over the World."



A WOLSELEY 16/20 H.P. TORPEDO AT CHATSWORTH.

LONDON DEPOT:  
YORK STREET,  
WESTMINSTER.

Telegrams:  
"AUTOVENT. VIC."  
LONDON.  
Telephone: 6220 Victoria.

SEND FOR CATALOGUE 26 POST FREE.

**THE WOLSELEY TOOL AND MOTOR CAR CO., Ltd.**

Proprietors: VICKERS, LIMITED,

ADDERLEY PARK,  
BIRMINGHAM.

Telegrams:  
"EXACTITUDE,"  
BIRMINGHAM.

Telephone:  
6153 CENTRAL

MARINE DEPT.:  
COLUMBINE YARD,  
EAST COWES, I.O.W.

Telegrams:  
"WOLSELEY. COWES."  
Telephone: 493 Cowes.



#### THE MOTOR GRAND PRIX.

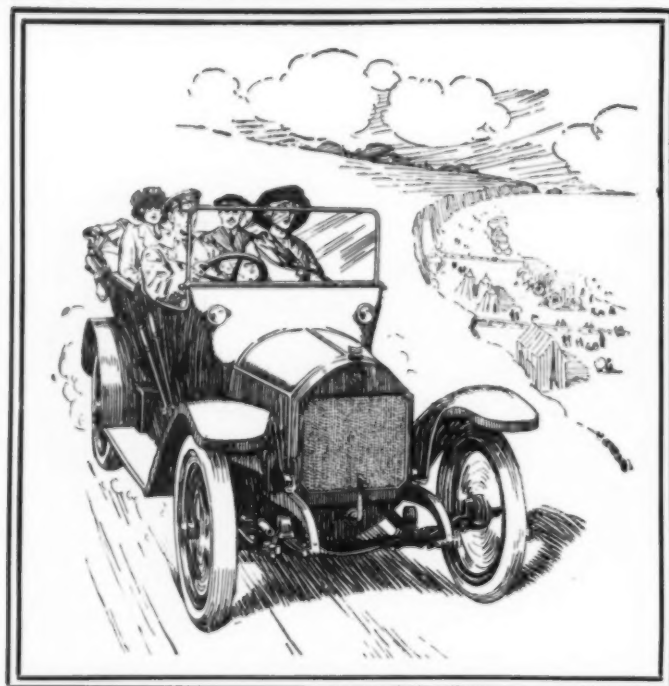
*The winning Peugeot passing the stands.*

wheel. From Lyndhurst to Bournemouth was bliss unalloyed. It had been pleasant to sit beside the driver of so perfect a car; but to handle it myself, feel the instant response to a movement of the accelerator pedal, the wonderful lightness of the steering, the power and sweetness of the brakes was a revelation. CAM.

#### THE MOTOR GRAND PRIX.

ON Saturday last Boillot for the second year in succession won the Grand Prix race for the French firm of Peugeot. His average speed for the twenty-nine circuits of the course, a total distance of 569 miles, was 72.29 miles an hour. Goux, driving another Peugeot, was second, only 2min. 26sec. behind. The third car of the Peugeot team ran off the course in the first lap, and was too badly damaged to continue the race. The next car to finish after the two Peugeots was Chassaigne's Sunbeam, which had run with the greatest regularity from start to finish. Its average speed was 70.47 miles an hour, and its elapsed time

for the race was only 12min. 24sec. more than that of the winner. The second Sunbeam, driven by Resta, was sixth, 27min. 34sec. behind Boillot's Peugeot. Of the other two Sunbeams one retired in the fifth lap through mechanical trouble with its special racing back axle, and the other met with an accident in the sixteenth lap, the driver, Mr. W. Lee Guinness, and his mechanic having a narrow escape from death. The two Delage cars entered maintained good positions in the race from the start, one, driven by Guyot, actually leading from the tenth to the seventeenth round, and finished fourth and fifth close together, and within 25min. of the winner. Three of the four Schneiders which competed were included in the eleven cars which finished the race, the fourth being put out of the running in the fourth lap owing to a carburettor fire. The two Excelsiors finished eighth and eleventh, the latter's average speed being 50.4 miles an hour. From the first misfortune pursued the three Itals, one retiring from engine trouble and another overturning in the



The Sea is at your door  
through the swift link of the

# BENZ

The modern BENZ car is the triumphant culmination of 28 years' engineering experience. It is acknowledged to be the most efficient car in the world. It is therefore best value for money, because high efficiency means low cost of upkeep. For touring work the BENZ car is perfectly adapted—both a "goer" and a "stayer."

Ten models from 12/20 h.p. at £325 to 200 h.p. at £1,800



Sole Concessionaires for Benz Cars in the United Kingdom:

**THE BROMPTON MOTOR CO., LTD.**

**78/82, BROMPTON ROAD.  
LONDON, S.W.**

Repair Works: Sherland Road, Twickenham, Middlesex.





MEMBER OF JURY  
BRUSSELS, 1910 and TURIN, 1911.

# MULLINER

132-135, LONG ACRE, LONDON

and NORTHAMPTON, Ltd. (Established 1780.)

Fashionable & Original Designs for Town & Touring with Comfort & Convenience.

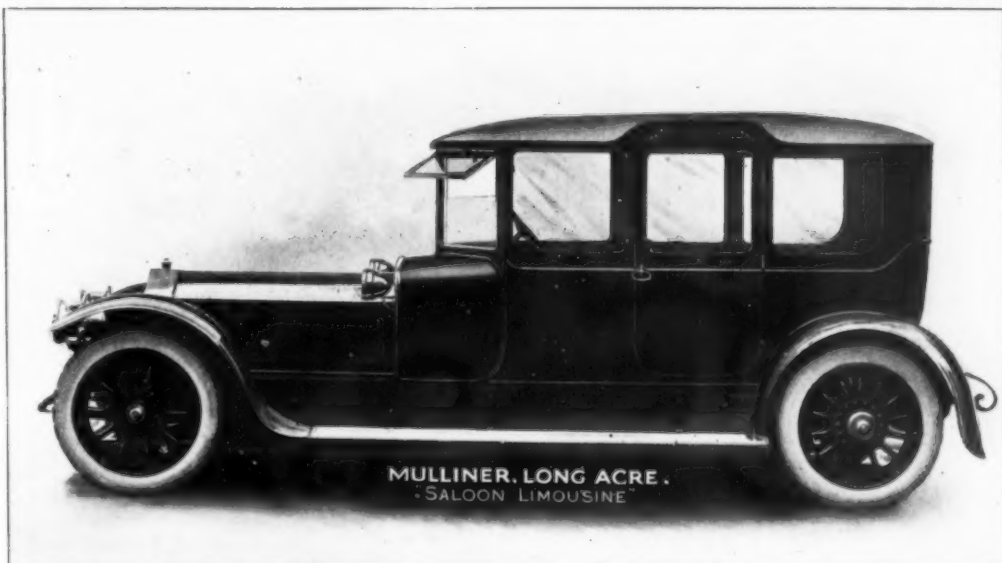


LONDON MANUFACTORY:  
132 to 135, LONG ACRE.

Every make  
of Chassis  
and the  
Complete Car  
supplied  
on  
advantageous  
terms.

ENQUIRIES  
INVITED.

MULLINER'S  
TELEPHONE:  
8949-50  
GERRARD



MULLINER, LONG ACRE.  
"SALOON LIMOUSINE"

All Repairs,  
Renovations,  
or  
Conversions  
promptly  
effected at  
133, Long Acre  
to estimate.

INSPECTION  
SUGGESTED.

MULLINER'S  
TELEGRAMS:  
MULLONAC  
(Rand) LONDON

The above and other exclusive styles of Carriage Work can be inspected  
in course of construction and completed, and all repairs and renovations  
effected at Mulliner's extensive manufactory, 132 to 135, Long Acre.



## The great popularity of **Prowodnik** Clumb Tyres

is simply explained . . . . Motorists  
have discovered for themselves their  
distinct advantages . . . . Have You?

Copy of our latest list free on request.

THE RUSSIAN TYRE & RUBBER IMPORT CO., Ltd.,  
162, SHAFESBURY AVENUE, LONDON, W.C.  
Telegrams: "Prowodnik, London."      Telephones: 2330 and 2331 Regent.



THE MOTOR GRAND PRIX.

*Caillois on a Sunbeam near Thesy.*

first lap, while Nazzaro, on the third machine, broke a spring before the race was half over. In addition to the cars already mentioned an Opel and a Matthis started, but neither finished the course.

One of the interesting features of the race was the small consumption of tires, the wholesale destruction of covers and tubes which has been witnessed in previous contests being entirely absent on this occasion. The Peugeot cars were fitted with Pirelli tires, which behaved extremely well, Goux, we believe, only

changing one wheel during the day. The Sunbeams used Dunlops, which were changed at half-time merely as a precaution. Palmers were used on the two Excelsiors, and barring one puncture no damage or changing was done. The majority of the other cars used Continentals, which also seem to have demonstrated the wonderful advance which has been made in tire manufacture in late years. The Peugeot, Delage, Itala and Schneider cars were fitted with Rudge-Whitworth detachable wheels, and the first six cars which finished used the Claudel carburettor. On

# THE GRAND PRIX!

The greatest motor races of the year.

## A TRIUMPH FOR DUNLOP TYRES.

### CYCLECAR RACE WON ON DUNLOPS.

(Morgan machine driven by W. G. McMinnies.)

The winner writes:—"Quite satisfied with Dunlop tyres; we had no trouble in the race."

### MOTOR-CYCLE RACE WON ON DUNLOPS.

(350 c.c. class.) (Clement machine ridden by G. Fenton.)

In the two classes, seven out of fifteen competitors who finished used DUNLOP BELTS.

### CAR RACE: THIRD and SIXTH on DUNLOPS.

(Sunbeam cars driven by Chassagne and Resta respectively.)

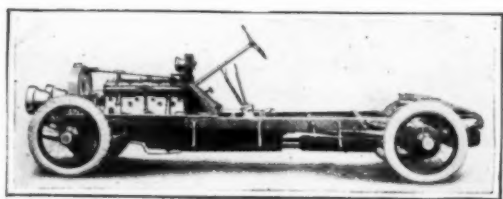
Mr. H. Massac Ba't, in *The Morning Post*, says:—"The Sunbeam drivers changed back tyres at the half-distance as a precautionary measure; but their Dunlop pneumatics showed little sign of wear. . . . I fancy tyres have never come out better under the strains of a long-distance speed trial."

THE DUNLOP RUBBER CO., LTD., Aston Cross, Birmingham; and 14, Regent Street, London, S.W.

Paris: 4, Rue du Colonel Moll.

Berlin: S.W., 13, Alexandrinenstrasse, 110.

The Dunlop "V" gives a maximum flight with a minimum exertion.



A 30-50 h.p. Armstrong-Whitworth Chassis.

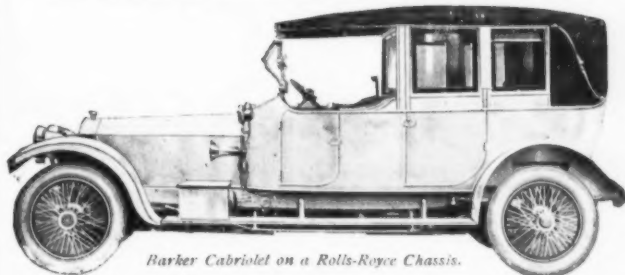
**A**S designers of modern battleships, together with their complete armament and equipment—in which field, a lack of inventive genius, or the minutest error would spell disaster—those responsible for the design of the **ARMSTRONG-WHITWORTH** car possess an exceptional training which fits them to evolve a car of exceptional merit.

Our latest Catalogue is full of illustrations and information descriptive of a wide range of models from 15.9 h.p. to 30.1 h.p. (R.A.C. rating). Write to-day for a copy, we are confident it will interest you greatly.

## ARMSTRONG WHITWORTH

BUILDERS OF DREADNOUGHTS AND MOTOR CARS.  
**SIR W. G. ARMSTRONG-WHITWORTH & CO., LTD.**  
Elswick Works, Newcastle-on-Tyne. LTD.  
London: 3, Blenheim St., Bond St., W. Manchester: 114, Deansgate.

## Rolls-Royce Chassis BARKER BODY



Barker Cabriolet on a Rolls-Royce Chassis.

An Owner writes . . .

May 24th, 1913.

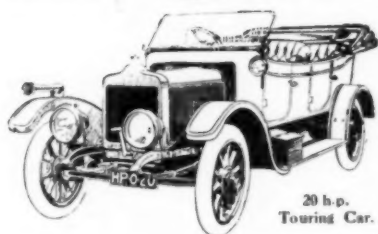
"My Rolls-Royce Car arrived safely and I am very pleased indeed with it. I am most satisfied with the body you built for me, the lines of which are very graceful and the finish perfect. So far I cannot see any point to complain of, or which I would wish altered. The Car runs splendidly and there is an entire absence of any rattle or noises which one hears in the average Car. Thanking you for the care you have taken in carrying out my instructions."

Nearly 100 of these high-grade cars can always be seen being fitted with Barker Bodies to order at our London Works. Complete cars for early delivery.

## BARKER & CO. (Coachbuilders) LTD.

COACHBUILDERS TO H.M. THE KING.  
London Retailers and Body Specialists for Rolls-Royce Cars.  
66-68, SOUTH AUDLEY STREET, LONDON, W.

## The All-British Standard

20 h.p.  
Touring Car.

**T**HE All-British "Standard" Car is designed to make motor-ing easy under every circumstance. The perfect reliance placed in it by its users is the best testimony to its splendid dependability. Write for particulars of the "Standard" 15 h.p. Model Q; and of the "Standard" 20 h.p. Model O with 4 speed gear box and the latest 1913 improvements.

The All-British Standard Light Car—(R.A.C. Rating 9.5.)

**£185** Complete with Hood, Screen, Horn, Lamps, Spare Wheel, etc. Treasury Tax, £3 3 0.

New Catalogues and name of nearest Agent on request.

The Standard Motor Co., Ltd.,  
Standard Motor Works,  
Coventry.

London Agents: Pychley Autocar Co., Ltd.,  
179-181, Gt. Portland St., W.

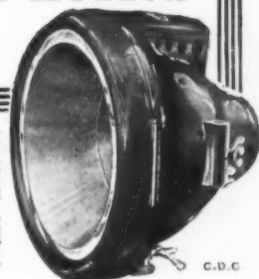
## OVER 60 MODELS

of Ducellier Lamps are described in our new booklet No. 2. We have grouped several which will greatly assist you in the selection of sets. You have only to choose the patterns you prefer when buying

## DUCELLIER LAMPS

The name Ducellier is sufficient guarantee of their appearance, brilliance, reliability, and durability. Ducelliers will relieve you of all worry and trouble when night driving, and keep alight under all conditions. Remember they are the result of

## OVER 70 YEARS EXPERIENCE



REMINDER. **SOLE AGENT: A. A. GODIN**  
We Repair all kinds of Lamps, Radiators, Horns, Accumulators, Magnetos, etc.  
**I. RED LION SQUARE HOLBORN, LONDON, W.C.**  
Grams: - "Container, London."  
Phone: No. 6897 Central & 4637 City.  
Scottish Agents: W. McFEOCH AND CO., LTD., 28, WEST CAMPBELL ST., GLASGOW.

C.D.C.

the following Sunday there were races for motor-cycles and cycle-cars. In the 350c.c. class a Clement machine was first,



A SMART 15—20 H.P. METALLURGIQUE TWO-SEATER. Equipped with C.A.V. electric lighting, Auster screen and Rudge-Whitworth wheels.

but the English motor-bicycles carried all before them in the 500c.c. class. In this event a Rudge won by the narrow

margin of 3min. 6sec. from a Triumph, a B.S.A. being third and a second Triumph fourth. The circuit, which was shorter than that used for the cars, was 17½ kilometres in circumference, and had to be covered twenty times, a total distance of 217 miles. In the afternoon the cycle-cars were required to make fifteen rounds of the course, and a British Morgan, using Dunlop tires, secured the victory by 2min. 45sec. from a French Bedelia after a close struggle.

#### ROAD BOARD GRANTS.

A report issued by the Road Board shows that during the second quarter of the year advances amounting to £205,262 were made from the Road Improvement Fund to County Councils and other highway authorities. Of this total £160,973 was for the improvement of road crusts, £30,628 for road widenings and the improvement of curves and corners, £4,076 for road diversions and £9,085 for the reconstruction and improvement of bridges. During the same period advances by way of loan were arranged to the amount of £229,643. The counties which figure most conspicuously in the present list of grants are Kent (£35,164), London (£24,278), West Sussex (£14,000), Cornwall (£12,134), Somerset (£12,360), West Riding (£14,395), Borough of Bradford (£7,822), Montgomery (£6,500) and West Suffolk (£6,437). The total income of the Board from its constitution up to June 30th last amounted to £3,556,995, from which advances have been made or promised totalling £3,435,233, leaving a balance available at that date of £121,762.

#### THE "CUT-OUT" ORDERS.

The Royal Automobile Club and Automobile Association are again drawing attention to the manner in which some car-owners and motor-cyclists disregard the terms of the two Local Government Board Orders prohibiting the use of "cut-outs" on motor vehicles, and making it obligatory upon all motorists to see that the exhausts of their engines are adequately silenced. The Commissioner of Police has issued several courteously worded appeals on this subject, but, so far, with little effect. The Home Secretary has now issued a circular-letter to the police authorities of England and Wales, from which it is clear that at last active steps are about to be taken to secure observance of the regulations. Mr. McKenna fairly draws attention to the fact that breaches of the Local Government Board Orders are reprobated by the more considerate class



**FOR  
COUNTRY  
SERVICE**

The Buick for country rambles. Never mind rough roads. To a car with strength like the Buick they do not matter. Hills? The Buick will take them all. Speed? Try the Buick on a level stretch. You can let the Buick out at full speed and know all the time that Buick efficiency is "there" to keep things safe.

A trial run is free and will prove the above statements.

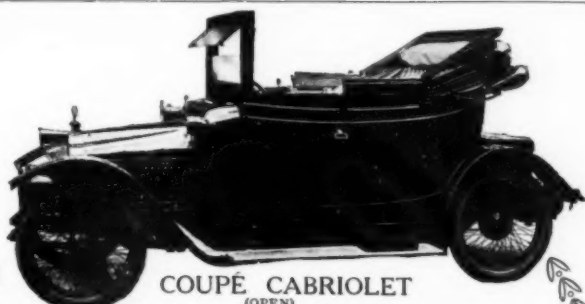
**MODELS AND PRICES:**  
15/18 and 18/22 h.p.  
Fitted with standard coachwork,  
prices from  
£230 — £300  
Fitted with Bedford English  
built coachwork, prices from  
£285 — £460  
Catalogue free.

# BUICK CARS

**GENERAL MOTORS (EUROPE) LIMITED**  
Bedford House, 135-137, Long Acre, LONDON, W.C.  
Telegrams: "Buickgen, London." Telephone: 9626 Gerrard (3 lines)

The prices include the following comprehensive equipment:

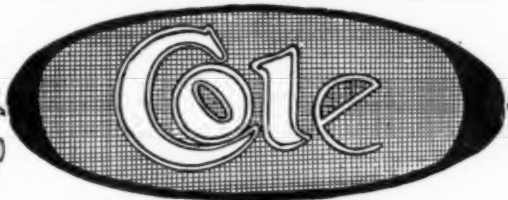
Hood, screen, five lamps and generator, speedometer, two plain and two steel-studded Michelin tyres, jack, tyre pump, horn, tools, and tyre carrier.



COUPÉ CABRIOLET

(OPEN)

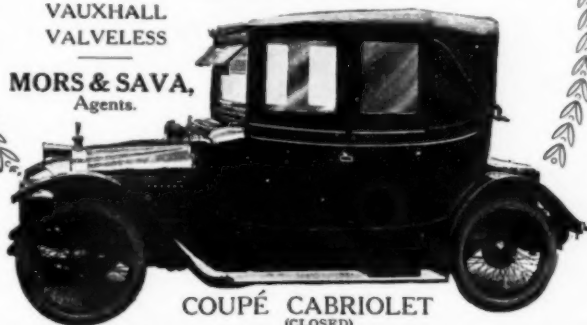
FITTED WITH PATENT HEAD. SEATING CAPACITY FOR 4 PERSONS. ROOMY, COSY, COMFORTABLE. AN IDEAL ALL-WEATHER BODY. SUITABLE FOR PROFESSIONAL MEN.



WM. COLE & SONS, Ltd.,  
92, High Street, Kensington; 235, Hammersmith Road, W.  
GARAGE. HIRE. REPAIRS.  
Phones:—3533 & 833 Western.

VAUXHALL  
VALVELESS

MORS & SAVA,  
Agents.





COUPÉ CABRIOLET

(CLOSED)

PATRON: H.M. THE KING.

## COMMERCIAL MOTOR VEHICLE EXHIBITION

JULY 18<sup>TH</sup>-26<sup>TH</sup> 1913.

**OLYMPIA.**


J. LYONS & CO., Ltd.,  
CATERERS,  
BY APPOINTMENT.

BAND OF THE  
COLDSTREAM GUARDS  
THRICE DAILY.

**OPEN DAILY  
TEN TILL TEN  
EXCEPT OPENING DAY  
TWO TILL TEN**

**ADMISSION  
ONE SHILLING**

Organised by the  
Manufacturers and  
Maxwell House,



Society of Motor  
Traders, Limited,  
Arundel St., Strand,  
W.C.

## Three Complete . . ROLLS-ROYCE CARS Now Nearing Completion.

(a) 40-50 Rolls-Royce Chassis fitted with handsome London-made Limousine-de-Luxe Body, with domed top and torpedo front, painted dark blue, upholstered in grey cloth—now ready for delivery with complete equipment.

(b) 40-50 Rolls-Royce Limousine-Landaulette of smartest and latest London design and construction, with boat-shaped dash, painted coach-green, upholstered to choice—will be ready for delivery during first week in August.

(c) 40-50 Rolls-Royce Speed Model Touring Car, fitted with Cann boat-shaped stream-line body, painted and upholstered to choice—will be ready for delivery during third week in August.

*Send for full specifications.*

**Minerva and White Petrol Cars for early deliveries.**

**White-Coleman Motors, Limited**

Carlow Street, Camden Town, London, N.W.

(A few yards from the Mornington Crescent Station of the  
Hampstead-Charing Cross Tube).

Telegrams: "VENISEAN, LONDON."

Telephone: 2626 NORTH (four lines).



## Dynamo-Electric Lighting

One of the chief reasons why closed motor car bodies have become so popular is because the difficulty and expense of interior lighting has been reduced to a minimum by the C.A.V. system of car lighting.

All the light required for the up-to-date car, such as head-lights, side-lights, rear-lights, interior-lights, electric horns, inspection-lights, are all supplied from the same source.

**C. A. VANDERVELL & CO.**  
Warple Way, Acton Vale,  
LONDON, W.

*"One Blaze of  
Natural Light"  
by the*



Take the daylight  
with you!

## Big Game Shooting

In Two Volumes

Edited by Mr. HORACE G. HUTCHINSON

2 Vols., 25s. Net, by post 25s. 8d.

Vols. 1 and 2, 12s. 6d. each net, by post 12s. 11d. each.

Published at the Offices of "COUNTRY LIFE," LTD., 20, Tavistock Street, Covent Garden, London, W.C.

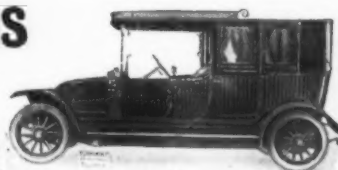
TORPEDO and FLUSH-SIDED

## MOTOR BODIES

LIMOUSINES and  
LANDAULETTES  
HOODS AND SCREENS

**E. & H. HORA, Ltd.**  
38-38, PECKHAM RD., LONDON, S.E.

and Branches.  
Telegrams—"Lincoln, Lond. & Co."  
Telephone—3740 Hop (2 lines).



Largest Motor Works in London.

## Belgravia Coachwork

Superb  
Finish.

—

Delivery  
to  
Time.

—

Newest  
Designs.



Bodies in Stock of all types for any Chassis.  
New Sporting Models.  
Lovely Limousines and all types of Landauettes.

**LONDON IMPROVED MOTOR COACHBUILDERS, Ltd.**  
149, LUPUS STREET, WESTMINSTER.  
Telephone: Victoria 3543. Telegrams: "Motorcar, London."

## YOU HAVE THE BEST CAR YOU CAN BUY



**WHY HAVE POOR AND INEFFICIENT EQUIPMENT?**

Why exhaust your chauffeur and suffer the evils of under inflation of your tyres by giving him only an inefficient hand pump?


**THE BRAMCO - PIONEER VALVE-CAP TYRE INFLATOR**  
(PIONEER PUMP PATENTS)

SAVES TIME, TYRES, TROUBLE, TEMPER, HARD WORK AND VOCABULARY.

**THE ENGINE DOES THE WORK!**

*Why not have the Best Pump?*

**BRAMCO LIMITED, 65, St. Nicholas St., COVENTRY**  
LONDON - Pioneer Pump Patents, Ltd., 48, Tottenham St., W.  
AUSTRALASIA - Bennett, Wood, Lt., Sydney, N.S.W.



## Dunhill's

*Specialists in Motor Equipment*

2 CONDUIT ST W - 339 EUSTON RD N.W. - 42 LOMBARD ST E.C.  
88 CROSS STREET MANCHESTER - 72 ST VINCENT STREET GLASGOW

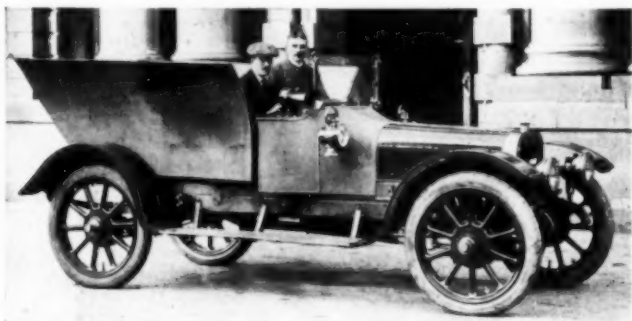
**THE MOTORING HOLIDAY.**

Before starting on your holiday pay a visit to Dunhill's. There you will be able to inspect the finest selection of motor accessories in the Kingdom. Much time and trouble can be saved if intending holiday makers take with them the accessories they require on the tour instead of trusting to good fortune and an uneven journey. If your valises, trunks, tyre covers, lamps, rugs, etc., are to be absolutely reliable and of first-rate quality, go to Dunhill's.

of motor vehicle drivers, and he thinks that compliance with the law will soon become general after the police have commenced proceedings against a few selfish persons. The Home Secretary appeals to the R.A.C. and the A.A. to exert their influence to abate the nuisance, and these bodies have called on their members to assist the Home Office in the matter.

### THE CAPE TO CAIRO BY MOTOR-CAR.

The Argyll Company have constructed an interesting vehicle for the use of the Survey and Scientific Research Expedition from the Cape to Cairo under the auspices of the Government. The chassis is a larger model of the 15—30 h.p. Argyll which broke so many world's records at Brooklands in May last. The body which is detachable, can be used as a pontoon for carrying the chassis and baggage across rivers and lakes. A searchlight for bush travelling is carried, and special provision is made for a big supply of petrol, both in the tanks and at depôts along the line of route. An Argyll mechanic will accompany the expedition to supervise the dismantling and putting together of the car as occasion arises. The body is of sheet steel, built in the shape of a pontoon. It is divided in the centre crossways, and one section is then turned round and slipped inside the other. When required for crossing



A 25—30 H.P. ARGYLL WITH PONTOON BODY.  
*Built for the Cape to Cairo Survey Expedition.*

streams the two halves are bolted together. The total distance to be covered by the expedition is over seven thousand five hundred miles.

### ITEMS.

The Warland Dual Rim Company have equipped a factory for fitting their rims to existing wire wheels, and can now guarantee to carry out the alteration within forty-eight hours.

At least six boats are expected to take part in the Eliminating Race which will be held by the Royal Motor Yacht Club on August 5th, to choose the British team for the British International Trophy contest on August 11th and succeeding days. The races will be held over a course laid in Osborne Bay between Cowes and Ryde.

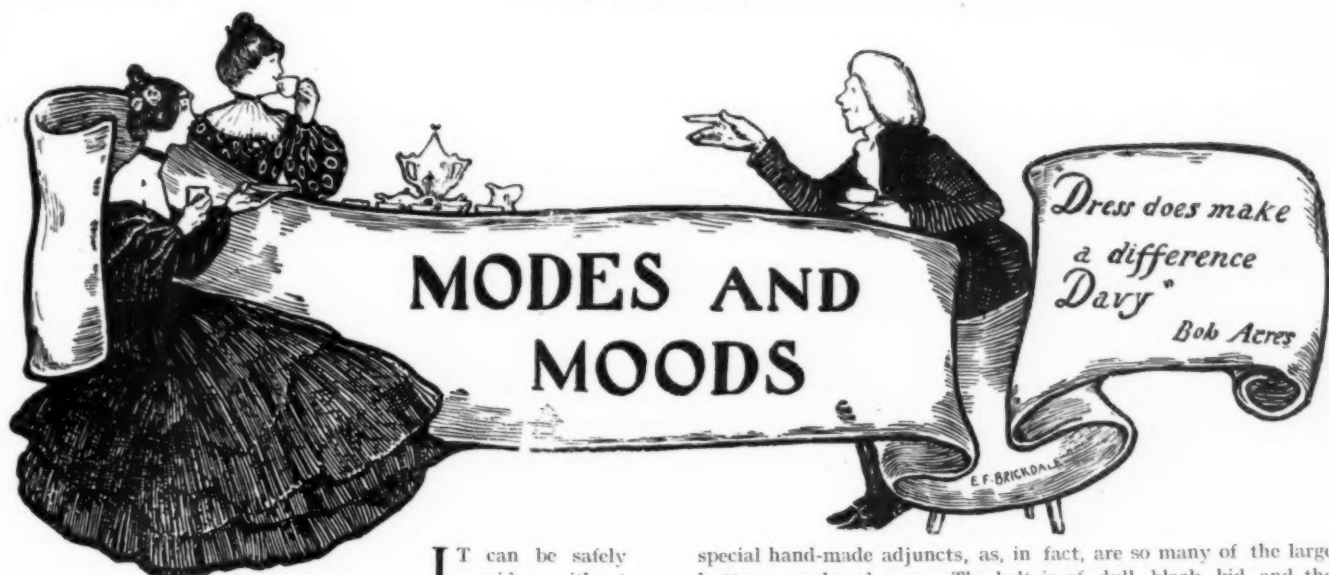
At a well attended meeting held in Guildford on July 4th, a West Surrey branch of the Roads Improvement Association was formed. The branch will devote special attention to the scheme for the construction of a relief road at Kingston Hill on the main London and Portsmouth road, the proposal for a widened and improved road extending from Shalford to Reigate and the removal of a dangerous corner at Godalming. Mr. W. M. Maud of 109, High Street, Guildford, is acting as hon. secretary of the branch.

We are asked by Messrs. Milnes-Daimler-Mercédès, Limited, to state that the Mercédès Knight car, which was entered privately for the Austrian Alpine tour by Mr. von Guillaume, did not finish the competition owing to the fact that on his arrival at Trieste the owner's brother was taken seriously ill.

Messrs. C. A. Vandervell are erecting a new factory at Acton for the manufacture of the well-known "C.A.V." electric lighting sets for cars. This extension, which covers an area of four thousand square yards, and is four storeys high, will enable the firm's output to be nearly trebled.

The Commercial Vehicle Exhibition, organised by the Society of Motor Manufacturers and Traders, at Olympia, will remain open all next week. The opening ceremony by Prince Arthur of Connaught is fixed for to-day (Friday) July 18th.

On the occasion of the August Bank Holiday meeting at Brooklands racing will commence at noon. The programme will include eleven car and motor-cycle races and a flying handicap. The course for the latter event will follow closely the line of the track, omitting the long banking behind the members' bridge. By this arrangement the competing aeroplanes will pass down the straight in each lap, turning at a point beyond the paddock.



It can be safely said, without exaggeration, that every phase of dress as it comes along appears more attractive than the last. Every representative social event brings its own particular dress requirement, the one just now chiefly responsible for the ripple in couturière realms being Cowes. For Goodwood, that precedes the great Regatta, only the few find it necessary to augment the more *habille* part of their wardrobes.

But Cowes opens up an entirely fresh vista. Even those visitors who never leave the exclusion of the Castle grounds find the temptation too strong to resist a new summer gown, arranged on simpler lines than the creations mustered together for Ascot. And this year an interested and privileged survey behind the scenes gives me courage to prophesy that, given fortuitous circumstances of weather and the like, it will be one of the best-dressed Cowes we have had for many a long year.

Notwithstanding its many rivals, Navy serge I find holding its own quite steadily, but with an indication to run to rather a brighter tone than formerly; so as an opening text to a short dissertation on Cowes attire, I am offering an original design for Navy serge. It is rather a charming little suit, and could be worn with equal success on sea or land, and would in either case make for distinction. And yet the whole crux of the success is clever line. As desirable relief, the merest modicum of black braid is employed, and a *raison d'être* found in large buttonholes, while the centre of the buttons is likewise of braid set in rims lightly strained over with serge—clearly

special hand-made adjuncts, as, in fact, are so many of the large buttons employed now. The belt is of dull, black kid, and the *déagé* little vest and bouffant under-sleeves are of fine cotton crêpe, the former having small stud buttons to relieve its severity. Or, if fancy tended that way, these might be of some contrasting colour—red cornelian, for example, the hat, perhaps, picking up this contrast in straw, with a white feather mount. And figure to yourselves how attractive such a coat and vest would look worn with a plain skirt of white Ottoman linen and all-white hat.

The convertible coat, however, is likely to play a prominent part in this galère, as elsewhere; and the variety of styles is, frankly, almost bewildering. Each couturière contrives to invest her efforts with some original note, and she refuses to be hampered by any restrictions as to length—a free or close fit, shut or open fronts, etc. In short, the “go-as-you-please” policy was never more thoroughly pursued. Waistcoats are much to be seen, and the growing tendency with these is to pass below the waistline, and either part sharply, like a man's white dress waistcoat, or else a little basque will be added and crossed. And there are being used for these coquettish little gilets all manner of quaint striped and flowered and patterned stuffs.

For Cowes many striped cotton coats are in course of preparation for wear with plain-ribbed or Ottoman linen skirts. A fascinating example was carried out in a tan and white stripe, the short, rounded fronts turned back almost to the waist, with great square revers of white *linon de fil* with hem-stitched border, this developing at the back into a short capuchin cape. At the base of the revers a great soft black ribbon



A PRACTICAL YACHTING COSTUME.

bow was posed, while the skirt of white Ottoman linen had the fronts crossed and rounded off for the display of a dainty soft white embroidered petticoat. The hat designed to wear with this suit was a large shady tuscan in a deep burnt tone, the low, round crown simply banded with a narrow black ribbon velvet, a single mammoth long stalk rose standing rampant at the back.

For Cowes, and later on at the sea, or some one of the "cures," a very plethora of these small-flowered muslins is being arranged, together with the pretty cotton crêpons. With the latter the scolloping I spoke of a week or so back, worked round with button-hole or flannel stitch, is greatly in vogue. Sometimes these gowns will be arranged throughout in a flowered crêpon, while others boast a plain skirt and a sort of Russian affair of the patterned variety. Spots have likewise put in an appearance, and as these



SEEN AT DICKINS AND JONES'.

have not been seen much this season, they immediately arrest and retain the eye. It was inevitable with the present obsession that we could escape the black and white mélange in this connection. Not that many of us would desire to do so, for what more restful than a black and white spot mousseline varied by a relay of adjustable sashes, collars, or fichus?

"Oh! to be stock size!" was the fervently expressed desire of a companion who was with me when interviewing some ready-to-wear cotton crêpon frocks at Dickins and Jones', where this week, being half time, so to say, increased reductions are to set in. My friend is uncommon tall, otherwise one of these dainty crêpons, which are just as pretty as can be, would certainly have assisted to augment an outfit she is acquiring for a foreign seaside resort. As a matter of fact, they are just what we are all looking

out for, and to enforce their charm I commandeered a sketch. This example is white, with a woven stripe of Saxe blue border to the skirt, above which are lightly powdered about some tiny embroidered forget-me-nots and attendant foliage. At the waist this jupé is slightly eased, except in the immediate back and front, when two flat box pleats are arranged with most pleasing results. For the simple little bodice the stripes are deftly handled to form a waistcoat effect, while the throat is just rendered moderately décolleté by an artistic falling collar of white crêpon over one of Saxe blue, the former worked with a line of small French knots, similar cuffs finishing the sleeve, the final touch being given by a narrow patent leather belt. Far more eloquent, however, than any words is the picture of this attractive and most seasonable little gown, and still more forcible a personal inspection.

As Messrs. Dickins and Jones thoughtfully point out in their printed notices of these further reductions, it is impossible to send any of these goods on approval, as the quantities are limited and, besides, there are scarcely two garments alike. At the same time, they claim that one and all are bargains well worth making an effort to secure. I can likewise, from personal inspection, speak in most appraisive terms of a certain range of coats and skirts that are built of a fine diagonal cloth. These, in black and navy, run to three sizes, but in mole and reseda, and one or two other colours, only one stock size is procurable, while the price in every instance stands steady at 78s. 6d. They are really most remarkable value, and are absolutely fresh goods, made, one surmises, from odd lengths of materials, and in the firm's own workrooms—a fact that guarantees their worth without any further parley. Nor should the fact be omitted that the quoted price includes an embroidered lawn and lace collar. Further items of interest are golf skirts in tweeds and homespun, only 12s. 9d. instead of 21s.; linen, piqué and drill skirts being further reduced to 16s. 9d. To be followed up quickly also is a varied assortment of sequin and beaded robes and tunics at 15s. 6d., these originally selling at anything between 63s. and 4½ guineas.

Notable attractions in that unrivalled department at Hanover House, the children's outfitting, comprise muslin frocks for tiny tots from two to four years of age, just slightly soiled, and some bigger girls' coats and skirts, in odd sizes, a guinea in both these instances representing what may truthfully be termed a sensational reduction. And these are just a few of the bargains, picked haphazard out of the supply, that will, when these words appear in print, be awaiting inspection at Hanover House. The more exhaustively one studies the accessories and little things of dress to-day the more bewildering the choice becomes. Sashes are a study in themselves, together with collars, fichus and frills. Some of the sashes, or rather their disposal, range dangerously near the eccentric, more particularly, perhaps, the ones that follow the Japanese style. But the woman who has the gift of arranging or conducting the arrangement of these interchangeable accessories has a great opportunity to-day of working out a smart sartorial salvation at a very moderate cost. I have intimate acquaintance with several adepts at this admirable dress pursuit and have watched with feelings of awe mingled with great admiration the most daring feats.

Apparently nothing alarms them. They nip in and out with the utmost aplomb what appears to be, at a cursory glance, a perfectly modelled vest, with a frilled fichu accessory. Whereas, as a matter of fact, the frill and the vest are one, simply adjusted on to a corsage, the fronts of which are cut into a deep V-shape. That is one clever idea. Here is another. A simple coat and skirt of dull orange éponge, the coat one of the short cut-away affairs, is variously completed by a belted waistcoat of printed tissue, that finishes with deep points, or the softest frilled old grandfather shirt of lawn. Both these adjuncts, it should be added, allow of the coat meeting at the throat beneath a black bow tie. Also the same coat, a most accommodating affair, can, on occasion, have the fronts thrown wholly back, when a free sacque appearance is suggested, and the accompanying blouse is then a quite elaborate affair.

Of late years several methods have put upon the market woven wool fabrics that are absolutely shower-proof. Some of these have lived, while others have departed, failing to come up to the test they claimed. As a matter of fact, these shower-proofed goods have provoked a good deal of discussion, and very great credit indeed is due to one, "Cravenette," that stands easily in the first ranks. "Cravenette" has the advantage of time test, which is infinitely more valuable than any word praise. The process pursued is quite unique, and the proof is both rain and weather resisting. It is throughout a most thorough method, one that will stand insistent and rough wear, while a big advantage lies in the fact that the goods treated are porous, and are, likewise, entirely free from any odour.



## Barley Water

for a Summer Drink is deservedly popular but is often badly prepared. It should always be made from

# Robinson's "Patent" Barley

as follows:—

Recipe by Mr. H. HAMMOND, M.C.A. (formerly Chef de Cuisine, Bachelors' Club):—Put the outside peel of two lemons into two quarts of water, add eight lumps of sugar and boil for ten minutes. To this add two dessert-spoonfuls of Robinson's "Patent" Barley, previously mixed to a smooth paste with a little cold water. Continue to boil for five minutes and allow to cool. When cold strain off through fine muslin and add ice and lemon juice to taste.

Pearl Barley should on no account be used as a substitute, as, to give it a better appearance, it is frequently adulterated with French Chalk, which is most injurious to the system.

KEEN, ROBINSON & CO., Ltd., LONDON.

It is useless to try and persuade baby that some other soap is "just as good" as

## WRIGHT'S Coal Tar Soap.

His sensitive skin knows better.

Protects from Infection.

4d. per Tablet.

**BUNTY** Reg. Trade Mark  
Reg. Design

The Children's Model Kitchen.

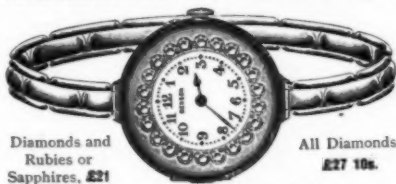
AWARDED  
BANKSIAN Bronze Medal, R.H.S., July, 1913.



Picturesque fireproof and weatherproof Cottages, daintily fitted as Model Kitchens or unfitted as Tea or Garden Houses, Sporting or Fishing Bungalow, Open-air Study or Bedroom. In several sizes and prices.

Full particulars from Inventor and Sole Maker,  
**J. BRADLEY,**  
5, Chadfield Road, Duffield, Derby.

WARRANTED TIMEKEEPERS.



Diamonds and  
Rubies or  
Sapphires, £21

All Diamonds,  
£27 10s.

Others, set with Gems, from £20.

## BENSON'S

"PERFECT 'SAFETY' SELF-FITTING GOLD WATCH BRACELETS.

The finest quality, with Lever Movements, from £5 5s.; with London Made Movements, from £18.

"All women of fashion wear them."

AT LOWEST CASH PRICES, or the Economical and Equitable "Times" System of MONTHLY PAYMENTS is available.

Illustrated Books (post free): No. 1, Watches of all kinds, Rings (with size card), Jewels, &c. No. 2, Clocks, "Empire" Plate, &c., and No. 3, Pretty yet inexpensive Silver for Presents, Bags, &c.

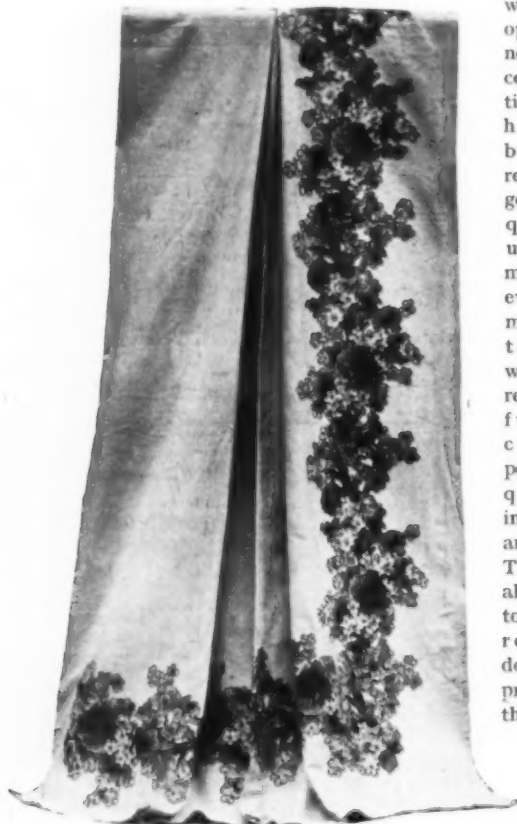
62 & 64, LUDGATE HILL, E.C., and 25, Old Bond Street, W.

## THE FURNISHING OF THE HOUSE.

THE operation of house furnishing is, as everyone who has had any experience of the subject is aware, honey-combed with pitfalls. Particularly is this so when we come to the consideration of textile fabrics. One is apt to get a carpet here, curtains there, and loose covers, rugs etc., elsewhere, and the effect of these independent purchases is very frequently patchworky, even if not altogether incongruous. When furnishing or renovating, by far the sounder plan is to get everything, as far as possible, from one firm, providing that it is one of established repute, for nowadays no firm can maintain a reputation in the furnishing world, at any rate, that does not aim at a very high standard of æsthetic as well as material excellence, and also cultivate a marked individuality of style. One does not invariably find what one requires in London either. Very often an excellent business is first established in response to local requirements. A typical case in point is the growth of the firm of J. J. Allen, Limited, of The Quadrant, Bournemouth, who have a branch dépôt at 6c, Sloane Street, S.W. Here

we have a firm who, having opened a business in an excellent residential neighbourhood, have built up a reputation for good taste, fine quality and up-to-date methods in every department of their trade, and who may be relied upon to fulfil their customers' personal requirements intelligently and promptly. They are already known to most of our readers, no doubt, as the proprietors of the wonderfu

Durobelle fabrics—the original guaranteed fadeless materials, the



THE "FLORA" CURTAIN.

fixative process of which is applied to almost every material, whether for furnishing or personal wear, etc. An up-to-date development of Durobelle is its application to coloured designs in Madras and other muslin curtains for summer use, and in this respect it fulfils a sorely-felt want. Curtains, indeed, are a speciality of Messrs. Allen. It would be difficult to find anything more pleasing for immediate use than their famous Ariston lace curtains, for example, in which the designs are exquisite, and have the appearance of the costliest hand-made lace, although obtainable at a fraction of the price. Another very delightful type of curtain, a specimen of which we illustrate here, is of a soft, silky serge sheeting, with a floral cretonne border appliqué with silk stitchery. Where something more opaque than lace and at the same time light in appearance and suitable for draping is required, this curtain will be found to answer admirably. It is only one of many designs and materials specially produced for curtains and hangings, which range in texture from a cobwebby mercerised Canton cloth to a heavy plush.

Cretonnes and taffetas, of course, play a large and varied part both for curtains and loose covers, and are expressed in numerous pleasing and original patterns. The carpet section at The Quadrant is a very comprehensive one, including, among many good

makes, some wonderfully realistic reproductions of antique Persian carpets in what is known as "Anglarenta" Wilton pile, a carpet which combines the highest artistic excellence with hard-wearing qualities, and which is suitable for almost every use. For the benefit of those who cannot visit their Bournemouth or London shops, Messrs. Allen, Limited, have recently produced an up-to-date catalogue, called "My Lady's Home," which sets a new standard in advertisement books. Sumptuously illustrated in colour and well bound, its

THE "CHANTECLER" CRETONNE.

letterpress not only consists of descriptive matter and price-list, but also contains much valuable suggestion and information, which make it a most serviceable guide to the adornment of the home.

## CROQUET.

IN the face of the easy conditions which the perfect lawns at Roehampton afforded last week for the Gold Medal meeting, the alternative "A," or "Either Ball," rule as it is more often called, would doubtless have proved a more satisfactory test of merit than under the old laws. In all other respects this important fixture of the Croquet Association was most successful. Many expressions of approval were heard on all sides that it had once more found its way back to headquarters after a stay of eight years in the provinces, and it was probably due to the plethora of standard meetings that the metropolis has been favoured with in its immediate vicinity during the last month more than anything else that the entries, although quite typical of the full strength of the croquet world, were only up to the average as regards numbers.

After winning the Gentlemen's Gold Medal the last three years in succession the crack Irishman, who has so far this season played under the *nom de plume* of Mr. "C. Ell," has not been able to do himself full justice owing to an accident in the hunting-field last winter, and though he was seen in a much stronger light than at the recent championship meeting, he failed to accept the only chance that Mr. Hugh Wright gave him in the semi-final round. It was not till this match had been decided that the prospect of Mr. Hugh Wright winning his first classic honours appeared in the eyes of most people to be a reasonable proposition. It is always a good thing for any sport to see the young blood rise to the top of the tree, and Mr. Hugh Wright can be regarded in this light, as he has only turned his attention to the game during the last three years, and has not yet reached his twenty-fifth birthday. His defeat in the final round of the Champion Cup holder, Mr. P. D. Mathews, by the maximum of points in both games bore eloquent testimony to the quality of his play at the crucial period. Indeed, his croquet throughout the event stood out by itself for consistency and good shooting, and never was a victory more thoroughly deserved. Mr. Hugh Wright only needs more experience in the art of "peeling" to secure before long the higher honours of the Croquet Championship.

Undoubtedly the most unlucky player in the competition was Mr. C. N. Paget, as it was only through getting stymied after a brilliant triple peel that he lost in the third round, and this attractive player is to be sympathised with all the more, as on his only previous appearance this season he forfeited the Open Singles at Hurlingham to the Australian champion, Mr. J. Tuckett, through a doubtful decision of a wind ball being given against him when he had laid to finish. Previous to losing the final round Mr. P. D. Mathews was seen at almost his best in each of his matches, and this Irishman—whose style is more pleasing to the eye than that of any of his fellow-countrymen—fully deserved his position of runner-up.

With several of the rising brigade having shown great improvement in their play the Ladies' Gold Medal contest was generally regarded as being more open than usual, and the result may be said to have quite justified this prediction, as few people would have at the outset anticipated the success of Mrs. W. P. Blood. On the run of the play her win was most satisfactory, as in three of her matches she only saved the situation by sound play at the crucial period. For some time Mrs. W. P. Blood has been regarded as capable of carrying the honours of a classic event, but hitherto she has only filled the position of runner-up to Mrs. R. C. J. Beaton in the first Ladies' Champion Cup, and to Mrs. A. E. Madge in the Ladies' Gold Medal. What she lacks in brilliancy Mrs. W. P. Blood amply atones for by steadiness, while in the matter of long shooting she yields the palm to no lady player. Were it not for her devotion to golf—at which she is quite a first-class performer—Miss E. M. Bramwell, whose delicacy of touch is especially marked, would stand a much better chance of repeating her classic wins of a few years back, and her position on the present occasion of second place in the face of her rare attention to the game, clearly proves her still to be one of our best lady players. The surprise of the event was that the holder of the title, Lady Julian Parr—who also won the recent Ladies' Championship—should fail to win a round, and it reflects additional credit on Mrs. W. P. Blood that she should have been the means of extinguishing the chance of such a doughty opponent.

**Important Notice to Tourists and Sportsmen****ALFRED WEBB MILES & CO.**

12, 10, 8 &amp; 6, BROOK ST., HANOVER SQUARE, LONDON, W.

**Special Show of Materials for Shooting,****Touring**

AND

**Yachting Suits**

Arran, Galloway  
and Kenmare  
Suits - - - - - £ s. d.  
3 3 0

Bannockburn and  
Glencoe Cheviots  
in New Lovat and  
Heather shades - - - 3 3 0

Imperial Indigo  
Blue Serge and  
Cheviot Suits,  
for yachting  
cruises - from 3 3 0

Real Isle of Harris  
Homespun Suits  
in the newest  
colourings - - - 3 15 0

Celebrated Con-  
nemara Home-  
spun & Scotch  
Cheviots for Shoot-  
ing Suits. Specially  
recommended for  
hard wear - - - 3 15 0

*Patterns and  
Price List on  
application.*

Telegrams:

'WEBB MILES, LONDON.'

Telephone:

MAYFAIR 988.



Founded 1886.

**W. EVANS & CO.**

287, REGENT STREET, LONDON, W.

*Specialists in Evening Clothes, Riding and Sporting Kit*

THE FIELD:—"It is with some degree of confidence that we can recommend the breeches made by W. Evans & Co., 287, Regent Street, W. Any and every tailor will attempt breeches making, but the real artists are few and far between. Mr. Evans has made a study of Breeches for many years, and he has certainly solved the problem of how breeches should be made. The cut is absolutely correct."

FALL MALL GAZETTE.

"Messrs. W. Evans & Co., 287, Regent Street, W., have quite a reputation for turning out evening clothes of the best materials and style."



Large stock of materials suitable for all climates.

Gentlemen going abroad are invited to place their orders with us. Our large experience for over a quarter of a century enables us to give every satisfaction.

Polo and Riding Breeches	...	from	£1 15 0
Riding, Golfing and Shooting Coats	...	2	Gns.
Rainproof Overcoats	...	3	"
The "Regent" Morning Coat and Waistcoat	...	4	"
Dress Suits (silk lined)	...	6	"
" Overcoats	...	5	"
Country Lounge Suits	...	3	"

*Fashion Booklet and Patterns free.*

Good fit guaranteed to those who are unable to come to the West End by using our simple self-measurement form or by sending old garments as a guide for size.

**STORY & TRIGGS' Great Sale of Furniture****NOW PROCEEDING**

The opportunities we offer to the public have made our Summer Sale particularly popular, owing to the goods being regular stock, and not qualities bought to sell at a price.

**Old Club-foot Tables.**

No. 2886 **Genuine Old Mahogany Club-foot Table**, restored. Size 3 ft. 10 in. by 3 ft. 4 in.  
Original Price, £8 15 0  
**Sale Price, £5 10 0**

1631 **Genuine Old do. do. restored.**  
Size 3 ft. 10 in. by 3 ft. 6 in.  
Original Price, £6 15 0  
**Sale Price, £5 10 0**

No. 5449 **Genuine Old Mahogany Club-foot Table**. Size 3 ft. 9 in. in diameter.  
Original Price, £5 17 6  
**Sale Price, £3 17 6**



No. 2297 **Old Oak Gate Leg Table**, as illustrated, in fine condition. Size 3 ft. 3 in. by 4 ft. 0 in.  
Original Price, £5 5 0  
**Sale Price, £3 19 6**

**Gate Leg Tables.**

No. 4474 **Genuine Old Oak Jacobean Oval Gate Table**, with turned legs, in original condition. Size 4 ft. 3 in. by 5 ft. 8 in.  
Original Price, £8 15 0  
**Sale Price, £5 15 0**

4694 **Do. Do. Do. with square flaps restored.** Size 4 ft. 0 in. by 4 ft. 6 in.  
Original Price, £6 15 0  
**Sale Price, £5 5 0**

4393 **Genuine Old Oak Oval Flap Table**, in original condition. Size 2 ft. 3 in. by 3 ft. 0 in.  
Original Price, £4 15 0  
**Sale Price, £4 4 0**

4982 **Do. Do. Gate Leg Table**, with restored top, square flaps. Size 2 ft. 6 in. by 2 ft. 6 in.  
Original Price, £5 15 0  
**Sale Price, £4 17 6**

3688 **Genuine Old Oak Turned Leg Oval Gate Table**, in original condition. Size 3 ft. 6 in. by 3 ft. 10 in.  
Original Price, £7 15 0  
**Sale Price, £6 10 0**

3115 **Old Oak Oval Gate Leg Table**, restored. Size 4 ft. 10 in. by 4 ft. 0 in.  
Original Price, £6 15 0  
**Sale Price, £5 15 0**

4765 **Very Unusual Oval Gate Leg Table**, in original condition. Size 5 ft. 0 in. by 5 ft. 9 in.  
Original Price, £15 15 0  
**Sale Price, £13 17 6**

3638 **Genuine Old Oak Oval Gate Table**, in original condition. Size 4 ft. 6 in. by 3 ft. 10 in.  
Original Price, £8 15 0  
**Sale Price, £7 10 0**

No. 3682 **Genuine Old Oak Welsh Dresser**, as illustrated, in fine condition, fitted three drawers. Size 5 ft. 6 in. wide by 7 ft. 0 in. high by 1 ft. 5 in. deep.  
Original Price, £16 16 0  
**Sale Price, £12 17 6**

**Genuine Old Oak Dressers.**

No. 5482 **Very Fine Old Oak Enclosed Dresser**, restored, fitted with two large cupboards. Size 5 ft. 3 in. wide by 6 ft. 6 in. high by 1 ft. 7 in. deep.  
Original Price, £15 0 0  
**Sale Price, £12 15 0**

5180 **Unusual Old Welsh Dresser**, fitted with three drawers below and nine small drawers above. Size 7 ft. 6 in. wide by 8 ft. 10 in. high by 1 ft. 6 in. deep.  
Original Price, £10 10 0  
**Sale Price, £8 15 0**

4616 **Genuine Old Oak Welsh Dresser**, in splendid condition, fitted three drawers and shelves. Size 6 ft. 0 in. wide by 6 ft. 10 in. high by 1 ft. 5 in. deep.  
Original Price, £14 14 0  
**Sale Price, £12 10 0**

5485 **Very Fine Old Oak Dwarf Dresser** on twisted legs, restored. Size 5 ft. wide by 2 ft. 9 in. high by 1 ft. 6 in. deep, fitted two drawers.  
Original Price, £12 15 0  
**Sale Price, £10 17 6**

5483 **Old Oak Welsh Dresser**, fitted three drawers, shelves above. Size 6 ft. wide by 6 ft. 10 in. high by 1 ft. 4 in. deep. Restored.  
Original Price, £12 10 0  
**Sale Price, £10 12 6**

No. 5475 **Genuine Old Oak Welsh Dresser**, as illustrated, in original condition, fitted three drawers. Size 5 ft. 0 in. wide by 6 ft. 2 in. high by 1 ft. 4 in. deep.  
Original Price, £9 15 0  
**Sale Price, £7 15 0**

4590 **Fine Old Oak Enclosed Dresser**, fitted three drawers, two cupboards, with arch shape recess in centre. Size 6 ft. 0 in. wide by 6 ft. 10 in. high by 1 ft. 5 in. deep.  
Original Price, £17 10 0  
**Sale Price, £14 17 6**

Write at once for Sale Catalogue.

ONLY ADDRESS:—

**STORY & TRIGGS, Ltd.**

HOUSE FURNISHERS AND ANTIQUE DEALERS,

152, 154, 156, Queen Victoria St., LONDON, E.C.

Telephone: CENTRAL 5585.

Telegrams: "WELLANDO, LONDON."

## OUR DISTANT EMPIRE.

### ADVANCE AUSTRALIA!

**F**EW of us at home realise what an immense stride is being made in the development of Australia. It can be measured in a variety of ways. Take the wheat harvest as one. The production for 1912-13 is estimated to be within a fraction of 90,000,000 bushels, as compared with 71,000,000 bushels in the previous year. As the requirements of the Commonwealth for seed and food to November 30th are estimated at 33,000,000 bushels, an exportable balance or surplus is left of 56,000,000 bushels. From December 1st, the date on which the export season begins, approximately 33,000,000 bushels have been shipped. This includes flour in its equivalent of grain. Corresponding with the growth in the wheat area, there is a steady increase in the goods imported. Last year it is remarkable that more than double the quantity of sugar was imported than there was in 1911, the figures for value being £1,189,763, or an increase of £785,289 over 1911, and for quantity 1,969,613cwt. against 665,512cwt. There has been corresponding increases in the importation of barley, maize, oats and potatoes. Australia is becoming a greater buyer than she was before of apparel, textiles and manufactured fibres. The increases in these items are partly due to the demand outrunning the capacity of the Australian manufacturers. The most important increase of all is that in metals and partly manufactured machinery—an increase that reflects the development of capital expenditure and works of improvement to property in the way of building and fencing. Ships imported during 1912 amounted in value to £1,257,665, against £340,045 for 1911. Motor-cars, bodies and chassis amounted to £1,671,583 in 1912, against £326,301 in 1908. These are very interesting figures, and they show the extraordinary advance in development which Australia is making at the present moment. In that great country increase of production is for a long time certain to be accompanied by increase of demand also. As the settlers manage to make fortunes, so will they require more and more material for the various works in which they will engage.

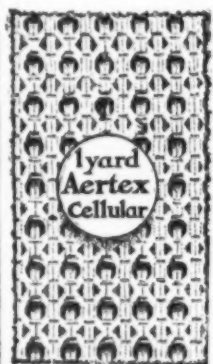
A good deal of this kind of work in the future will be done in the North, where 55,000 square miles of Crown lands are available

and may be taken up under grazing licences. Three special areas are mentioned in this connection, one in the vicinity of Roper River, the second between the overland telegraph line, the Victoria River Downs and Wave Hill Station, and the third between the overland telegraph line and the Queensland border, embracing the Barkly Tableland. Those who desire to obtain these licences must forward £1 and additional fees on the basis of 1s. for every head of large cattle and 3d. for every head of small stock it is intended to graze. The grazing of at least one head of large or four of small cattle is obligatory. After the land has been surveyed the pastoral leases will be made available, and the tenure will cover periods of from twenty-one to forty-two years. Many hope that the policy of making free farms available and of granting advances to settlers will be applied to the empty spaces of the North. The farms offered in the Daily River and Stapleton districts have been applied for over and over again, and those lucky enough to secure blocks are now on their way to take possession. A very striking example of rapid development in Australia is afforded by the Pinnaroo district, a strip of country running eastward from Tailem Bend in South Australia. Less than ten years ago this district was practically virgin scrub, but after the railway was built it went along like wildfire, and is now one of the important wheat-producing areas in the State.

### HIGH-PRICED MERINO RAMS.

**T**HE value of an enterprising Agricultural Department run on practical and intelligent lines is being fully demonstrated in South Africa, where prospects are rapidly improving. The stimulus of the example set in the Transvaal is now spreading throughout the whole of the sub-Continent, and sums are being paid for pedigree stock from other countries which a few years ago would have staggered farmers. Quite recently two prominent sheep-breeders have purchased merino rams from the Canowie Station in South Australia at a considerable price, one realising no less than £840—a record—and the other 450 guineas. On the establishment of the experimental farm at Ermelo in the Transvaal, attention was paid to this breed of sheep, good stock being obtained

Diagram showing the wonderful protective quality of Aertex Cellular in proportion to its weight.



Equal in Weight to



# Wear AERTEX Cellular Shirts and Underwear

and you will carry half the weight of ordinary garments with much more perfect protection from changes of temperature.

This label  on all garments.

AERTEX CELLULAR garments are made from cloth composed of small cells in which the air is enclosed. The body is thus protected from the effects of outer heat or cold, while the action of the pores of the skin is not impeded.

Illustrated Price List of full range of Aertex Cellular Goods for Men, Women, and Children, with list of 1,500 Depôts where these goods may be obtained, sent Post Free on application to

**THE CELLULAR CLOTHING CO., LTD., Fore St., London, E.C.**

A Selection from List of Depôts where Aertex Goods may be obtained—

LONDON.—Oliver Bros., 417, Oxford St., W.  
Robert Scott, 8, Poultry, Cheapside, E.C.  
BRISTOL.—E. H. Beasley, 24, High St.  
ANDOVER.—Parsons & Hart, Willow House  
ASHFORD.—G. H. Hunter, Ltd., 61, High St.  
BINGLEY.—W. Pratt, 142, Main St.  
BIRKENHEAD.—Robb Bros., Grange Rd.  
BODMIN.—Marshall & Son, Fore St.  
BOGNOR.—A. E. Reynolds, High St.  
BRAintree.—F. Pluck, 30, Bank St.  
CHICHESTER.—A. E. Reynolds, 84, East St.  
CREWE.—J. R. Kilner, 13, Earl St.  
DORCHESTER.—Genge & Co., High St.

PARNHAM.—H. K. Bentall, 20, Boro'.  
FOLKESTONE.—Lewis, Hyland & Linom.  
GAINSBORO'.—John Dixon, Market Place.  
GLASGOW.—Arnell & Yuill, 20, Gordon St.  
GLoucester.—C. Morgan, Bank Bldgs.  
GRAVESEND.—T. Smith, 30, New Road.  
HEXHAM.—W. Robb & Son, Fore St.  
HORSHAM.—G. Apedale, 6, West St.  
IPSWICH.—Grimwade & Son, Cornhill.  
KING'S LYNN.—Jones & Dunn, 27, Market Pl.  
LANCASTER.—R. Stanton, 17, Cheapside.  
LAUNCESTON.—J. Treleven & Son, Ltd.  
LEICESTER.—William Salt, 54, Granby St.

LINCOLN.—Mawer & Collingham, Ltd.  
LYMINGTON.—Elliott & Son, High St.  
MACCLESFIELD.—Naden Bros., 89, Mill St.  
MAIDSTONE.—H. Taylor, 34, Week St.  
MANCHESTER.—H. R. Freeborn, 11, Cross St.  
MORPETH.—Armstrong & Angus, Bridge St.  
NEWBURY.—H. Hill, 95, Northbrook St.  
NORTHWICH.—H. Bailey, High St.  
OAKHAM.—Furley & Hassan.  
OSWESTRY.—S. Gwilliam, Leg St.  
OXFORD.—W. E. Fayers, 12, Queen St.  
RAMSEY (LO.M.).—Alfred J. Kelly.  
REDHILL.—H. G. Packham, 43, Station Rd.

SHREWSBURY.—W. Major, 5, Mardol Head.  
SKIPTON.—W. A. & J. Simpson.  
SLEAFORD.—W. H. Spite, 10, Market Pl.  
SOUTHEND.—T. J. Johnson, Weston Rd.  
STOCKTON.—J. W. Gargett, 137, High St.  
STROUD.—W. H. Gillman, 3, King St.  
ST. LEONARDS.—Moppett Bros., 4, Everafield  
TAUNTON.—T. Harris, 6, North St. (Pl.  
WAKEFIELD.—J. Oldershaw, 17, Westgate.  
WATFORD.—S. Goodchild, 23, Queen's Rd.  
WINCHESTER.—Clifton & Sons, 47, High St.  
WORKSOP.—D. J. Smith, Central Bldgs.  
YEovil.—A. D. Shute, 8a, High St.



An Ideal Suit of Summer Underwear, for 5/-



Aertex Cellular Day Shirt, from 3/6



# JARRAH

FOR

## FENCING & GATES

THE MOST DURABLE WOOD IN THE GROUND.

CHEAPER THAN OAK

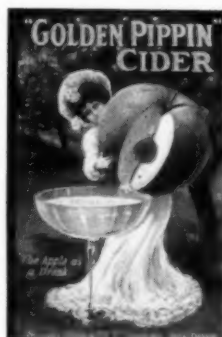
Requires neither Paint nor Creosote to prevent decay.

Illustrated Catalogue and Prices from

MILLARS' TIMBER & TRADING CO., LTD.,  
PINNERS' HALL, LONDON, E.C.

### "Cider for the Thirsty"

—THOMSON (The Seasons).



A rare and refreshing fruit beverage distilled from the firm's own orchards in Hereford and Devon, the two great apple cider counties. EVANS'

#### "GOLDEN PIPPIN" CIDER

is in demand wherever people foregather who know what cider really should be. Indifferent wines place a stigma upon anyone offering them. Indifferent cider is equally blameworthy, although much that is sold scarcely deserves the name. There is security in offering guests "Golden Pippin," because Wm. Evans & Co. guarantee it in every respect. It is indeed a light, refreshing and distinctly beneficial beverage, acceptable as a thirst quencher and of incalculable benefit to those who require anti-gout or anti-rheumatic treatment.

Insist upon having the "Golden Pippin" Brand and you are sure of the pure, Health-giving Cider.

"The taste of 'Golden Pippin' is pleasantly, delicately apple-like."—The Lancet.

AWARDED THE DIPLOMA OF THE INSTITUTE OF HYGIENE.

Write for Illustrated Booklet to the Sole Makers:

W. EVANS & CO., Ltd. (Dept. C.L.) Hereford, or Hele, Devon

Ten years hence a window treatment in

## Allen's Fadeless DUROBELLE



would possess the same delightful colour-harmonies as to-day, even though exposed all these years in the sunniest aspect. This is not mere unsupported statement, for we undertake to replace free every yard in which the colour does not prove absolutely permanent.

Durobelle pattern books loaned free

Casement Cloth	...	8/6 to 1/11 per yard.
Fadeless Satin	...	3/11 "
Mercerised Poplin	...	2/11 to 3/6 "
Tapestries	...	4/11 to 8/11 "

Write for beautiful new Edition, "My Lady's Home," post free.

**W. Allen**

London Showrooms and Removal Offices: 6c, Sloane St.

1, THE QUADRANT, BOURNEMOUTH.

THE LATEST AND BEST DEVELOPMENT IN GOLF BALL CONSTRUCTION

IS UNDOUBTEDLY THE

### 'ARCH COLONEL'

2/6 each.

"The Golf Ball de Luxe."

Made by the Pioneers of the Rubber Core Golf Ball Industry in this Country.



THE IMPORTANT FEATURES OF THE 'ARCH COLONEL' ARE PHENOMENAL QUALITY AND DURABILITY, EXTRAORDINARY LENGTH OF FLIGHT, PERFECT PAINT, STEADINESS IN APPROACHING AND PUTTING. :: ::

THE 'ARCH COLONEL' is made in two Sunk Markings—plus, also "Crescent Marking". Floating and Non-Floating. Floating Ball is marked with Red Crescent.

SOLD EVERYWHERE.

ST. Mungo Manufacturing Co. GLASGOW, SCOTLAND. LONDON: 37, WALBROOK, E.C.



### REVOLVING SHELTERS

For the open-air treatment of Tuberculosis.

No. C 1405, as illustrated. Strongly made in sections, fitted with Revolving Gear, £12 10 0 Carriage Paid. Write for List No. 238.

**ENGLISH BROS., Ltd., WISBECH.**

### GENUINE SCOTCH SPICED BEEF

FROM WM. HOOD, Ltd. HIGH CLASS FAMILY BUTCHERS 72, JAMAICA ST. GLASGOW.

THIS REALLY DELECTABLE TABLE DELICACY—prepared under ideal conditions, from the finest selected quality Scotch-bred Beef only—sent per return mail, carefully packed and carriage paid, direct to your address on receipt of order.

SEND A TRIAL ORDER TO-DAY.

It Costs—

In pieces over 3 lb. weight.

Uncooked

1s. 2d. lb.

Cooked 1s. 8d. lb.

CASH WITH ORDER.

Note.—Orders of 6 lb. and over 1d. lb. less.



### AMATEUR PHOTOGRAPHERS

send your films to MARTIN.

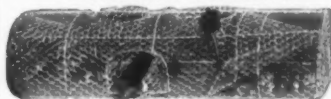
Experts in Developing. No waiting, returned next day. Any size, 1/- twelve exposures; 8d. for six.

Cameras bought for cash or exchanged

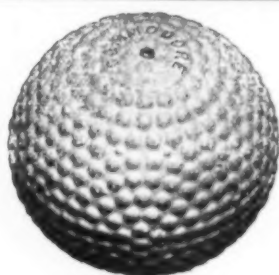
LIST FREE.

MARTIN, Chemist, SOUTHAMPTON

These Traps are used and recommended by SPARROW and RAT CLUBS.



Send Postcard for Particulars to CHAS. WYATT, 18, Kingley Rd., Greenbank, Bristol.



## The Commodore Golf Ball

THE Commodore Golf Ball will raise the standard of your play—make your driving longer and your putting surer. No other golf ball has so many good points—so golfers tell us. Why don't you give it a trial?

**Price 2/6 each**

Supplied in bramble and recessed marking, full size standard, floating and small heavy.

OF ALL SPORTS DEALERS AND PROFESSIONALS

Golfers should write for a copy of "The Golfer's Guide," sent post free.

**The Rubastic Works**

"The Home of the Golf Ball Industry"

Head Office: 14-15, COCKSPUR ST.,

Telephone: Gerrard 7692. S.W.  
Telegrams: "Rubastic," Westrand, London.

THE REWARD OF CONQUEST.



IN THE DAYS OF THE VIKINGS.

## "Chairman"

—in days of yore.

BY Odin and by Thor, 'tis a fine tobacco, foretelling the joys of the great Valhalla.

After war, peace: after struggle, rest: after duty, pleasure: and, withal, is Chairman to add the charm that makes content complete.

Cool in smoking, fragrant and pleasurable to the last shred it pleases truly and it pleases well. A tobacco for the gods, but for our weal, for the enjoyment of man.

Hail! Chairman!!

BOARDMAN'S is the same tobacco, milder, and RECORDER the same, but fuller flavoured.

6d. per oz. everywhere.

R. J. LEA, LTD., MANCHESTER.

from the best Tasmanian flocks, and later a draft of the Rambouillet sheep from France. Fortunately, in a sense, when the Transvaal Agricultural Department was established, the Province had few sheep; consequently, the task of dealing with contagious diseases was much simplified. In the course of three or four years, however, the number had grown to over two millions, of which a million and a-quarter were merinos. Farmers speedily recognised the importance of using only good breeding stock, and merino rams at the 1908 sale of the Government Stud Sheep Farm averaged 18 guineas a head.

A. C. S.

## WILD DUCKS AS GARDEN SLUG DESTROYERS.

WE are the possessors of a picturesque old garden, with stone walls, flagged paths, quaintly cut yews and wide borders of old-fashioned flowers; but one drawback mars our earthly Paradise, namely, slugs—slugs black, white and grey, in countless numbers. The old walls are a veritable hiding-place for the jelly-like clusters of eggs and a refuge for the hatched-out young. With spring our garden beds are devastated, and our choicest just-planted-out seedlings devoured in a single night. We have tried salt, lime, ammonia and a loathsome decoction of train-oil and soot, in vain. A remedy at length comes to us in the guise of a team of wild duck, or mallard, which have descended upon us like angels unaware from a neighbouring property. We have no water to attract them, but they apparently find it a happy hunting-ground and come again and again, and our slugs begin to diminish. As we cannot be sure how long they will continue to visit us, however, we possessed ourselves of a pair of them, and with a few days' captivity and judicious feeding they soon became tame and happy in their new home. We clip their wings, which grow again, but do not require re-clipping, as they have grown accustomed to the garden. Occasionally the wild instinct asserts itself, and they take a long flight; but within twenty-four hours we hear their welcome voices again, and they drop contentedly upon the lawn. In March the female, Joan, begins to lay eggs about the garden and in her night shelter in an aimless sort of way, and a little later she makes a nest in a dark angle of a wall, over which ivy and hop have dropped a thick curtain, entirely hiding it. Here, when the tale of a dozen eggs is completed, she strips her breast of the soft downy feathers and completely covers them, and begins to sit. She becomes very bad-tempered, and hisses and snorts if anyone goes near her. She sits for a month, leaving the nest twice a day for food, and covering the nest with leaves during her absence; while the male bird, Darby, sits on guard a few yards from the nest all day long, and rushes with beating wings and wide-open beak to warn away trespassers. At the end of a month we see a very alert little duck sitting on the edge of the nest, and the next morning there is a perfect chorus of infantile quacks, and we find ourselves the proud possessors of nine of the prettiest little juveniles it is possible to imagine. We feed them twice a day on a mess of meal and kitchen refuse, and Joan speedily initiates them in the delights of slugs. She is an ideal mother, and when one duckling is unwittingly stepped on she cannot forget it, but sadly lies at the place, her bill moving to and fro over the place where it had been. The young wild duck for the first fourteen days require more care than the tame duck of the poultry-yard, being very susceptible to wet while in the downy stage. They love wallowing in water, however. Unlike ordinary poultry, the mallard is an excellent gardener, revelling in slugs, snails and worms, and leaving one's flowers and vegetables severely alone, with the exception of spinach, which they devour greedily. If one attempts a little amateur digging they fly to help, and, sitting on the spade or fork, pick out any worm that shows an unwary head. We can strongly advise any COUNTRY LIFE reader despairing over slugs to try the wild duck cure. There are apparently two broods in the year, and the young birds find a ready sale. They are often bought for lakes and ponds, the delicacy of the young in a wet season having exhausted the supply on exposed waters. A full-grown pair will realise twelve or sixteen shillings, and young birds of two months will fetch three shillings each. Garden-reared wild ducklings are small, but plump and tender, and are a delicacy of the first order for table purposes.

MARTIA.

THE damp, mild weather which has distinguished the last two months or so seems to have been particularly favourable to mosquitoes and kindred pests, and from all parts of the country come complaints and enquiries as to the best means of circumventing their bloodthirsty onslaughts. There are, of course, a number of more or less efficient preventives of attack, but most of them are so unpleasantly odoriferous that the cure seems almost worse than the disease. An efficacious protective, however, to which this objection does not apply will be found in "Muscabane," a preparation put on the market by Messrs. Allen and Hanbury, Limited, 37, Lombard Street, E.C. "Muscabane" is a pleasantly scented antiseptic cream specially designed to meet the requirements of fishermen, golfers, motorists and all outdoor sportsmen. Not only does it keep mosquitoes, midges and other pestiferous insects at bay, but being composed entirely of beneficent ingredients, and antiseptic in its action, it is excellent for general toilet use. It is cool and soothing to a sunburnt face, quickly heals inflamed surfaces, and keeps the skin clear and healthy under any conditions. A supply of "Muscabane" should accompany all sporting expeditions, for it has proved its efficiency against the more formidable insects of hot climates as well as against our native species.

# GARDEN REQUISITES, ETC.

## "NEPTUNE"

Brand Fencing Wires are now well known all over the world, and we beg to draw SPECIAL ATTENTION to the great economy which can be effected by using our "NEPTUNE UNRIVALLED" PATENT STEEL FENCING WIRE, which has recently been placed on the market.

This is a Wire of specially high quality, having a breaking strain of nearly double that of ordinary Fencing Wire, thus by substituting

## UNRIVALLED

Wire, you can effect a saving in cost of nearly 40 per cent. by using this thinner Wire without sacrificing the strength. This Wire has been adopted largely in several parts of the country to the users entire satisfaction. A trial 100 yards of Wire can be had in 10½ gauge (equivalent to No. 6 gauge ordinary Wire)

## FENCING WIRE

at 2/6 per 100 yards from

**W. F. DENNIS & CO.,**  
49, Queen Victoria Street, LONDON, E.C.



## Watering Machines

FOR  
LAWNS & LARGE GARDENS  
OR  
WASHING MOTOR CARS

THIS is a most valuable implement, and very complete. It can be used for watering lawns and paths, or destroying garden pests on rose or fruit trees. Throws water a distance of 50 feet. Oak barrel, iron frame, steel wheels; well painted and finished.

### CASH PRICES, CARRIAGE PAID.

No. 87.—Machine, as illustrated, to hold 36 gallons, with galvanised spreader, pump, and 10ft. suction pipe, complete .. .. £6 12 0 If without pump .. .. £4 0 0  
No. 87A. Machine, as above, but fitted with extra powerful pump, and automatic arrangement for keeping insecticide preparations well mixed during use; two delivery hoses 6ft. long, with jets and sprayers .. .. £9 10 0

Write for catalogue No. 153a, showing other Machines, Hose and Hose Reels, Water and Liquid Manure Carts, Garden and Sanitary Barrows, etc.

**BOULTON & PAUL, LTD., NORWICH**  
SHOWROOMS: 126, QUEEN VICTORIA STREET, LONDON, E.C.

**BAYLISS, JONES AND BAYLISS, LTD.**  
(Established 1896)



**FENCING,**  
Railing, Gates, &c.  
CATALOGUE FREE.  
**WOLVERHAMPTON,**  
and Cannon Street,  
LONDON, E.C.

## Iron and Wood Buildings

FOR ALL PURPOSES.



**BUNGALOWS  
SCHOOLS,  
PAVILIONS,  
SANATORIA,  
COTTAGES,  
CHURCHES,  
HALLS,  
&c., &c.**

Our Buildings are absolutely the cheapest and best. Designs and prices free. Buy from the largest manufacturers.

**F. D. COWIESON & CO.,**  
31, Charles Street, St. Rollox, GLASGOW.  
Contractors to H.M. Admiralty, War Office, etc.

## CARSON'S PURE PAINT

READY FOR USE.

IN 52 ARTISTIC SHADES.

BRILLIANT AND DURABLE.

Non-Poisonous. Great Covering Power

THE BEST PAINTS ARE THE MOST ECONOMICAL IN THE END.

WRITE FOR LIST OF SPECIALITIES, ENAMELS  
DISTEMPERS, Etc., Etc., to

**WALTER CARSON & SONS,**  
GROVE WORKS, BATTERSEA, LONDON, S.W.  
And Bachelors Walk, Dublin.



## ABSORBINE

Removes Bursal Enlargements, Thickened, Swollen Tissues, Curbs, Filled Tendons, Soreness from any Bruise or Strain; Cures Spavin Lameness, Allays Pain, Does not Blister, remove the Hair or lay up the Horse. 8/3 a bottle. Before After delivered. Book 1 E free. Genuine in lithographed tin bottles. Manufactured only by **W. F. YOUNG, F.D.F., Dept. C, 4014 Swan Lane, London, E.C.**

## ORCHIDS.

Thousands of clean healthy Plants at very low Prices. New Illustrated Catalogue free.

**JAMES OYPHER, Exotic Nurseries,**  
CHELTENHAM.

## 'GARDNER' OIL, GAS & SPIRIT ENGINES

as supplied to

Admiralty

War Office

Post Office

H.M. Customs &  
18 Governments

**NORRIS, HENTY & GARDNERS**  
LIMITED

87, Queen Victoria Street  
LONDON, E.C.

## J. CHEAL & SONS, LTD.

LANDSCAPE GARDENERS AND  
GARDEN ARCHITECTS,

53, VICTORIA ST., S.W., and  
The Nurseries, CRAWLEY.

Advice given and work undertaken in any part  
of the country.

SEND FOR ILLUSTRATED PAMPHLET  
AND TESTIMONIALS, POST FREE.

## PORTABLE LOOSE BOXES



REGD. COPY. TENANT'S FIXTURE.  
BEST MATERIALS AND WORKMANSHIP  
Loose Boxes from £6 10s. each. Carriage Paid.  
Our Drying Sheds, covering 6 acres, always contain  
10,000 tons selected Timber for use in our Buildings.  
New Catalogue of Stables and Motor Houses Free.

**J. T. HOBSON & CO.,**  
MAKERS OF ALL KINDS OF PORTABLE BUILDINGS  
STABLES, POULTRY HOUSES, ETC. Estimates Free  
Established 70 Years. BEDFORD

## DEIGNON

• CHESTNUT •  
(DALE FENCING)

THE ECONOMIC FENCING  
CO. LTD. BILLITER HOUSE  
BILLITER STREET, LONDON, E.C.

THE CHEAPEST FENCING IN  
THE WORLD FOR ENCLOSING  
CATTLE, SHEEP, HORSES ETC.  
WRITE FOR CATALOGUE



## The "RUSTIC" SET



NATURAL BROWN OSIER. QUAIN & DURABLE  
CAN BE LEFT OUT IN ALL WEATHERS.

Chairs, 5/6 each. Table (30in. diam.), 7/6  
Set of 4 Chairs and Table, 27/6

Crimson Cushions for Chairs, 1/9 each.

**HAIGH, STATION, LETCHWORTH**



## FOR TOWN AND COUNTRY.

### A POPULAR GOLF BALL.

THE claims of the "Colonel" golf ball to the consideration of every class of player have been put forth frequently. They have always been based on its perfect materials, construction and workmanship. But with the passing of time and constant appearance of new balls, the "Colonel" holds its own on a more convincing basis still—its increasing popularity in the teeth of the keenest competition, so that this year's sales exceed all records and the demand has necessitated a large extension of the "Colonel" works. Sheer merit has been responsible for the increase. The St. Mungo Manufacturing Company, the pioneers of the rubber core golf ball industry in this country, who are responsible for the "Colonel" balls, aim at giving golfers the highest possible standard of production. As far as construction goes, the points of the ball are a cover of the finest gutta-percha procurable welded by a scientific method on to a rubber core, so as to obtain perfect homogeneity and balance. Another distinguishing feature of the "Colonel" is the paint, which will stay as long as the ball, no matter how many rounds are played, while the quality, uniformity and wonderful flight which result from its special manufacture would enable it to hold its own apart from its reliability and steadiness in approaching and putting. The "Colonel" is manufactured in several models to suit all tastes. The "Arch-Colonel" (2s. 6d.), which we illustrate, is made in two sunken markings, floating and non-floating weights; the "White Colonel," at the same figure, is moulded in a new bramble pattern and also made in two weights. The "Patent Colonel," the "Heavy Colonel" and the St. Mungo Water Core are all 2s. balls, the first being made in floating weight, the second slightly smaller, being an ideal ball for windy days, while the last named is specially intended for players who prefer a liquid core.



THE "ARCH-COLONEL."

### A NEW TRUNK.

Now that everybody who is physically capable of travel seems to indulge their tastes in that direction to the full, it is not surprising that vast strides have been made in the designing of luggage. We are no longer content to cram all our possessions one atop of another in a box and leave them to Fate; and one of the most useful contrivances for obviating the crushing which ensued when packing was performed in this way is the "Innovation" Trunk. In the "Innovation" the principle of hanging one's clothes to travel,



HANGING WARDROBE AND DRAWERS COMBINED.

instead of superimposing the weight of one garment on another, originated, and this principle has now been brought to a great pitch of perfection. In addition to the hanging accommodation, each trunk contains a series of drawers, in which linen, lingerie, shirts, boots and odds and ends can be stored, so that the entire wardrobe may be packed in one piece of luggage. There is no need to unpack, because already everything is arranged in its normal surroundings and, on opening the trunk, is immediately at hand. The economy in space is remarkable, and when staying in hotels one can keep one's possessions safely under lock and key if desired. The "Innovation" Trunk has already had an immense success, and undoubtedly, as its good points become more widely known, it will increase in favour still further.

### A SALE OF HOUSE FURNISHINGS.

A unique opportunity for furnishing at once cheaply and well presents itself in the sale which Messrs. Story and Triggs are now holding. Everyone who has visited this great furnishing house at 152-156, Queen Victoria Street, E.C., knows that their prices are at all times as moderate as the quality of their goods will allow, their position in the City enabling them to compete very favourably with similar businesses elsewhere; but even so, during the sale their stocks of furniture, carpets, curtains, etc.,

are considerably reduced in price. With an eye to the week-end cottage, a special inspection should be given to some genuine old ladder-back and spindle-back chairs and Windsor arm-chairs, which are just the thing for this purpose. Old oak dressers, bureaux, chests, etc., have also been substantially reduced in price. Some beautiful antique lacquered furniture is shown, of which a very fascinating example is an old Dutch bureau bookcase in black and gold, now reduced from £120 to £69 15s.; and Jacobean and Georgian furniture are also greatly reduced. The illustrated catalogue of the sale gives but a small idea of the size of the stock, and we would therefore advise our readers, if possible, to pay Messrs. Story and Triggs an early visit.

### COMFORTABLE FOOTWEAR.



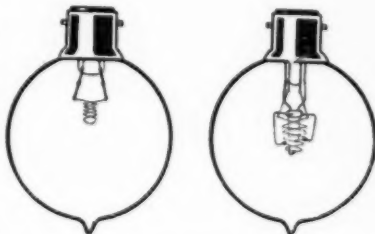
EXAMPLES OF THE LOTUS SHOES.

### "LE FUMEUR."

Visitors to the Academy this year will doubtless have been attracted by Francis Brunery's picture, "Le Fumeur" (No. 259 in the catalogue), which hangs in the third gallery. The subject is a big Cavalier absorbed in enjoyment of his long clay pipe, and the artist has treated the subject with a blend of vigorous skill and restraint which calls for immediate praise from the critic. It is by no means M. Brunery's first success, for the vivid "A la santé du chef," a well-known picture of which the copyright is owned by Messrs. Moët and Chandon of champagne fame, also bears his signature. His characteristic style has always claimed a large number of admirers, of whom those who are not already aware of the fact will be glad to know that several of M. Brunery's pictures, including a number of his popular "Cardinal" studies, can always be seen at Maclean's Galleries in the Haymarket.

### MAZDA AUTOMOBILE LAMPS.

The name Mazda associates itself naturally with an extremely efficient tungsten filament lamp with which most of us are already familiar; but the automobile Mazdas are not merely standard lamps made in small sizes. On the contrary, every possible detail of their construction has been reconsidered in relation to the demands which will be made upon them, so that not only are they tremendously strong and not affected in any way by jolting or vibration, but also the filaments have been constructed so as to distribute the light most advantageously for the use for which the lamp is designed. Thus, in the headlight lamps one finds a very small helical coil filament approaching as nearly as possible the theoretical point source, so that when used in a parabolic reflector all the light is thrown forward in a parallel beam. Headlight lamps can be had in sizes and voltages ranging from 6 to 50 candle power and from 4 to 12 volts. Side and rear lights are made for from 2 to 12 volts giving from 1 to 12 candle power, while tubular and festoon lamps for interior lighting are supplied in similar voltages giving from 1 to 8 candle power. All Mazda automobile lamps excepting festoon lamps can be supplied with any standard type of cap. Engineers, contractors and dealers who supply electric lamps for motor cars, omnibuses, yachts, etc., should apply to the British Thomson-Houston Company, Limited, 77, Upper Thames Street, for copies of their illustrative folder (No. 2324).



MOTOR HEADLIGHTS.

